

Navy News

SEPTEMBER 1985 10p

WO! IT'S TIME TO CHANGE

FLEET CHIEF Petty Officer titles are to disappear from the Royal Navy. From now on they will be Warrant Officers at all times.

Although having Warrant Officer status, the men and women involved have also held individual Fleet Chief titles since WOs were introduced into the rating structure in 1970.

But the form of individual address "Fleet Chief Petty Officer..." has long been a source of irritation to many WOs themselves.

Now, following a recent review by the Admiralty Board of the arguments for change, it has been decided to use the title "Warrant Officer."

It is also planned to introduce more easily distinguishable cap and shoulder badges for WOs and a smaller sleeve badge for the blue mess jacket.

When WOs were introduced into the rating structure, Fleet Chief titles were used because they were regarded as clearly and exclusively naval and avoided confusion with pre-1950 Warrant Officers who were part of the officer structure.

Recognition

But Fleet Chiefs were soon pressing for a title change to Warrant Officer, so that they would be instantly recognisable to the other two Services and to other NATO navies.

It was also pointed out that Warrant Officers receive Royal warrants.

In announcing their decision, the Admiralty Board emphasised that the change is not a fore-runner to the granting of additional privileges.

Warrant officers will continue to be addressed as "Mr." by their superiors and "Sir" by their subordinates or, in the case of WRNS WOs, as "Miss" or "Mrs." by superiors and "Ma'am" by subordinates.

When in uniform the male Warrant Officer should introduce himself as "Mr. (name)" and as "Warrant Officer (name)" when in plain clothes. When introduced to others, it should be as "Warrant Officer (name)."

For formal and documentary use, a Warrant Officer's branch

will be identified by adding the appropriate abbreviation as a suffix. For example, FCCY becomes WO(CY), FCWEA becomes WO(WEA), and FCAEA becomes WO(AEA).

Under this provision come titles such as WO(OPS)(S) and — perhaps appropriately for the cooks — WO(CK).

In the WRNS titles the initials indicating that Service disappear so that, for instance, FCWRENCK also becomes

WO(CK) and FCWRENRS becomes WO(RS). But to make clear that a WRNS category is involved, WRNS is to be added when referring to an individual by name, for example WO(WTR)(G) M. Bloggs, WRNS, and when using the abbreviation on its own — for example, WO(STD) WRNS.

The title changes are detailed in OCI(RN) 339, which also gives a revised definition of the functions of Warrant Officers.



Ark's carnival day

ANOTHER couple of emackers for one of the carnival girls who collected for King George's Fund for Seilore on board HMS Ark Royal at Portsmouth Navy Days in August.

Five "courts" of carnival queens and princeesses from five places were on board different ships.

Allison Cowell (17), Cheshunt and Welham Cross carnival princeess, also collected, for the benefit of the photographer, this tribute from ship's company members WEM(R)1 Stefan Lowther (left) and LA(H) Nigel Osborns.

● Record Navy Days — back page.



Brave Defenders in their thousands

THOUSANDS of RN and RM personnel, together with reservists and auxiliaries, take part this month in the biggest home defence exercise since the Second World War.

Ports and naval establishments including air stations are among 150 military and civilian key points which will be protected against stealthy saboteurs.

Some of the Service personnel taking part in an exercise which in total involves 65,000 — with the largest numbers coming from the Army and RAF — will play the role of the infiltrators.

Exercise Brave Oelender takes place in the first half of September, with naval personnel

most active from September 6-11. Naval participation includes 2,000 Royal Navy regulars; 2,000 RNR and RNXS (who will carry out such duties as manning Port HQs and patrolling harbours); 2,000 Royal Marines regulars; and 500 RM Reserves.

Some UK-based United States personnel are also taking part, and there will be assist-

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Princess Diana to launch Cornwall

HMS CORNWALL is to be launched by the Princess of Wales at Yarrow, Scotstoun, Glasgow, on October 14.

Launch of the new Type 22 frigate had been postponed from June following industrial action at the shipyard.

Another Royal guest for the Navy this autumn will be Princess Margaret who, at Portsmouth on October 8, will visit HMS Illustrious, the carrier who launched in 1978.

HMS Gloucester will welcome the Duchess of

Gloucester as guest of honour when the Type 42 destroyer commences at Portsmouth on September 11.

Our picture shows Princess Diana, watched by a group of Wrens, pausing to chat with Cadet Steve Harrison, of the Lympstone RM Volunteer Cadet Corps, during her visit to the Commando Training Centre. In the foreground is Cadet WO2 Phil Adams, this year's Lord Lieutenant of Devon's Cadet. The Princess is accompanied by Col. M.J. Reece, CTC Commandant.

HELPING HANDS

The boat comes in for Raleigh

MEMBERS of the ship's company of HMS Raleigh, the new entry training establishment at Torpoint in Cornwall, helped to raise a bumper £4,228 for various charities during the summer term — May to early August.

Manadon support

PHYSICALLY handicapped children at Woodlands School, Whiteleigh, Plymouth are enjoying the comfort of two inclining beds, designed and built to meet their needs by officers under training at the RN Engineering College, Manadon.

The beds can be raised or lowered to any angle and are easily adapted for individuals. More beds are now on order for other schools in Plymouth.

A fête organised by the 23 members of the WRNS Unit in Hong Kong raised about £500 in aid of the National Society for the Prevention of Cruelty to Children.

A 15-mile whaler race, staged by Raleigh on the river Tamar and finishing at the Barbican, Plymouth, brought in over £1,000 for Churchtown Farm Trust which provides holidays for the mentally and physically handicapped.

Ten Montague whalers, now withdrawn from service, competed in the race. Winners were a crew of naval and civilian staff at Jupiter Point, HMS Raleigh's boatwork training facility.

The other charities to benefit from HMS Raleigh's fund-raising efforts are: Guide Dogs for the Blind (£1,248), Handicapped Children's Pilgrimage Trust (£700), King George's Fund for Sailors (£616), Royal National Lifeboat Institution (£346), St Luke's Hospice, Plymouth (£170), Sea Cadet Corps (£56) and Scott Hospital (£50).

Sailors and Wrens manning the RN stand at the Royal Tournament at Earls Court, matched the competitive spirit



Picture: PO(Phot) Danny du Feu

of those in the arena by collecting £2,190.69 for King George's Fund for Sailors.

Earlier in the year, the team — inspired by the officer in charge of the stand, Lieut Brian Donnachie — raised over £2,000 for the Fund at the Ideal Homes Exhibition. KGFS was also helped by the solo effort of Sgt Geoff Pring of Royal Marines Plymouth, who raised £165 by taking part in the Okehampton marathon.

To raise funds for charity CPO Les Davies of HMS Daedalus got on his bike and rode to his parents home in Newport, Shropshire covering 180 miles in 13 hours. His sponsored ride — hard on the seat — raised £800 for the Gosport branch of Multiple Sclerosis.

Illustrious day

THE happiness of two young visitors to HMS Illustrious is captured here, as Kelly Peck and her brother Ben have their picture taken with NA Richard.

Kelly and Ben were among a group of 40 children from the London borough of Southwark who enjoyed a trip to Portsmouth, including a visit to the Illustrious. Their outing was organised by the Variety Club of Great Britain.

The wives of naval personnel serving at Supreme Headquarters Allied Powers (SHAPE) in Belgium help run an international thrift shop which in the past year was able to donate £4,230 to local and international charities.

A giant birthday cake to mark the 21st anniversary of HMS

Phoebe and baked on board, was donated to the children's ward of Derriford Hospital.

A jar containing 617 coins and notes from 17 countries was presented to the League of Friends, RN Hospital Stonehouse by HMS Fawn when she returned to Devonport from her last deployment.

Iveston sailor in Rock swim

A LEADING seaman from HMS Iveston swam around the Rock of Gibraltar to raise cash for a colleague injured in a car crash.

LS(D) Duncan Gill took three hours two minutes to swim the six miles from the Airport runway, south of Europa Point, round to Eastern Beach. His feat raised £62 for LS(D) Henry Minn, and the ship believes it was the first swim of its kind.

A team of cyclists from the Iveston rode from Portsmouth to Hull to raise funds for a children charity in Portsmouth and a children's hospital in Hull.

The lifestyle of a young Paignton girl who suffers from cerebral palsy, has taken a turn for the better thanks to a £1,500 cheque presented by the King George's Fund of the Britannia Royal Naval College, Dartmouth. The money has enabled her to purchase a computer system which helps her develop new skills and interests.

HM submarine Conqueror and Devonport dockyard workers raised £255 in sponsorship money for the National Society for the Prevention of Cruelty to Children. The fund-raisers took part in a timed speed hill climb on the Isle of Man TT course.

To mark 40 years of peace, traders in Westbourne, Bournemouth, bedecked their shops to celebrate and raise funds for the Soldiers' Sailors' and Airmen's Families Association (SSAFA) centenary appeal. Among the traders to help to raise cash for SSAFA were ex-CCPO Mike Tapping and ex-CCPO PRI Topsy Turner, who raised more than £118.

A jumble sale organised by Wrens of HMS Collingwood raised £100 for the WRNS Benevolent Trust.



Picture: LA(Phot) G. Hunter

The boat comes in North . . .

IT PAYS to paddle your own canoe — even for charity — as Wrena Sharon Goulding (left), and Jacqueline Farrant of the Commando Training Centre, Lympstone, discovered.

Taking part in the trans-Pennine canoe marathon from Leeds to Liverpool, the girls completed the 127-mile course in 24 hours 24 mins, their effort winning them second place in the K2 class and rich rewards for Major Jim Goldworthy RM (retd.), seen here collecting the sponsorship money for Action Research for the Crippled Child, Exmouth branch.

and South

THERE WAS an impressive view of Tower Bridge for these members of 845 Naval Air Squadron, RN air station Yeovilton, as they crossed the finishing line at the end of a 145-mile sponsored row on the Thames, which raised £850 for Guya Evelyn Children's Hospital heart unit in London.

The eight-man team, supported by a van and Land-Rover, rowed a coxed four from Lechlade, Gloucestershire, staying overnight under canvas or in rowing clubs along the river.

Team members are (from right) Lieut Dave Burgess, CPOAEA Keith Ovenden, AEM Neil Newman, LAEM Mark Howard and the coxswain, POAEM Ron Bradbury. The team also included Sub-Lieut Peter Ellis, AEM Jan Cleave and CPOAEA "Jumper" Collins.



Picture: LWren(Phot) Karen Grainger

First Royal Review for Cadet Fleet

ONE of the proudest moments in the recent history of the Sea Cadet Corps came on August 8 when for the first time the SCC Fleet was reviewed by the Admiral of the Corps, the Duke of Edinburgh.

More than 500 cadets and staff and 12 SCC vessels took part in the Review at Portland. They were supported by three private yachts and two large pilot cutters of the Dutch Sea Cadet Corps.

On his arrival at Portland Prince Philip was welcomed by the President of the Corps, Admiral of the Fleet Sir Henry Leach. The Prince then inspected a 48-strong Royal Guard and Parkstone Unit Band before

touring the cadet vessels alongside.

He attended a reception on board the Corps flagship, TS Royalist, where he met commanding officers and other members of the SCC before returning to HMY Britannia to take the salute as the Fleet sailed past in full review.

The Duke of Edinburgh also visited Portsmouth Naval Base where he toured the Fleet Maintenance and Repair Organisation and the Heritage Area which includes HMS Victory, the Royal Naval Museum, Mary Rose Trust and the site for HMS Warrior.

He took a trip in the Museum's Steam Pinnace No. 198, disembarking in HMS Vernon.



Prince Philip chats to SCC Training Officer Cdr V. Brown during the Royal Review of the Corps' Fleet at Portland. On Cdr. Brown's left is the SCC Area Officer for the South West, Cdr. A. Cameron RN, and next to him is the Corps' Offshore Commander who organised the Review, Cdr David Gay RN (ret'd). Accompanying Prince Philip are Admiral Leach and the Captain of the Corps, Capt I. R. Bowden.

Picture: HMS Osprey

Two divers saved by Orkney

TWO sub-aqua divers were rescued by HMS Orkney soon after she started a spell of duty as Manx patrol ship. The Orkney was at Peel when the divers got into difficulties. The ship's Seairder was scrambled and with AB(S) Mick Tier at the helm, picked up the two men.

Only seven minutes after the alarm was raised by RO(T) Derek Jones the divers were ashore where they were treated by LSTD David Hamilton until an ambulance arrived. One of the men was taken to hospital for a check-up.

In July the Orkney was also called to the aid of two fishing vessels — the Alexandra which was towed seven miles into Falmouth after a weld failure on her shaft, and the Mayflower which reported that she was taking in water off the Isle of Man.

The Mayflower managed to pump herself out while the Orkney stood by, and the fishing vessel eventually entered Peel under her own steam.

Chase

The Orkney was not so popular with a Spanish trawler caught fishing two miles inside British limits in the South West approaches. When the Orkney approached her she attempted to flee, but after a short chase the fishing vessel was boarded.

It was discovered that she did not hold the required licence and she was escorted to Falmouth where her skipper forfeited his £8,000 catch and was fined what the Orkney believes to be a UK record of £35,700.

At the end of July the fishery protection ship welcomed on board Lord O'Hagan, Euro MP for the South West with special responsibility for fishery matters. He was accompanied

by Mr. P. Derham, Chief Inspector of Fisheries.

They joined the ship by helicopter from RN air station Culdrose and spent time with all departments on board. Lord O'Hagan presenting the Prime Sailor Trophy for the best leadership candidate to MEM(M) Ian Middleton.

During the first few days of Manx patrol the first lieutenant, Lieut Don McAllister, scored his century — 100 boardings since joining the ship. The event was celebrated in customary style, with champagne.

Dickens of a video choice!

THERE was a Dickens of a coincidence at the Royal Naval Film Corporation library in Portsmouth when the first lieutenant of HM submarine Opossum turned up to choose a few video tapes for the vessel.

It is a film just have to be seen to believe. The film is about the great novelist Charles Dickens. And it did not escape the library staff at their place of work once housed the office of Charles Dickens's father.

In the early years of the film industry John Dickens worked as a clerk in the old dock building in London. He was a great fan of the novelist Charles Dickens. And it did not escape the library staff at their place of work once housed the office of Charles Dickens's father.



Dressed in period costume, film operator/examiner Gemma Goodchild helps a direct descendant of Charles Dickens — Lieut Mark Dickens — select videos from the RNFC stock housed in the room once used as an office by his great-great-grandfather.

Since 1984 the office has been used as a library, and in recent years the walk-in film room where Dickens's father worked has been used to store the video cassette.

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Warrior gun arrives ...

REPLICA of one of the 110-pounder guns which armed the ironclad battleship HMS Warrior has been positioned near the Mary Rose Museum in Portsmouth Naval Base.

The Warrior, which is being restored at Hartlepool, is due to arrive at Portsmouth next year. Those present for the installation of the gun included Capt Christopher Chamberlen, Chief Staff Officer to the Flag Officer Portsmouth; Capt John Wells, Portsmouth liaison and research officer for the HMS Warrior Trust; and the Lord Mayor of Portsmouth Cllr Fred Warner.

Polaris tests by UK nuke

THE POLARIS submarine HMS Resolution completed a missile test firing programme off the eastern United States following her third refit. Port and Starboard crews were involved in turn.

Besides the hard work of the tests, many of the crew were able to visit Disneyworld, EPCOT and the Kennedy Space Centre.

For those not undertaking the longer journeys to the many theme parks in Florida, Patrick Air Force Base provided excellent recreational facilities, including hire of windsurfers, water skis and banyan boats. There was also an indoor 24-lane computerised ten-pin bowling alley.

The Resolution visited Norfolk, Virginia, and while off Andros Island, Starboard crew members enjoyed hands to bathe. The Gemini and windsurfer were launched and there was a barbecue on the casing.

Survey covers issued

SPECIAL postal covers have been produced to mark the 190th anniversary of the Royal Navy's Hydrographic Department. The covers, with the 22p Safety at Sea stamp and franked with a special handstamp, can be obtained from the Chief Executive Officer, Hydrographic Dept., Ministry of Defence, Taunton, Somerset, TA1 2DN.

Cost of the covers is 50p — or 75p each for a limited number of covers autographed by the Hydrographer of the Navy, Rear-Admiral R.O. Morris.

A series of four stamps to mark the centenary year of SSAFA is being issued by the Isle of Man Postal Authority on September 4. The stamps feature the four presidents of the association — the Princess of Wales (1885-1925), Queen Mary (1925-53), Earl Mountbatten (1953-79) and the present president, Prince Michael of Kent. Each stamp also bears a contemporary scene.

Details from Philatelic Bureau, PO Box 10M, Douglas, Isle of Man.

We mechanics: the way ahead

DRAFTY

IN March, Drafty's Corner looked at the way ahead for Tiffs but promised a view of the Mechanics soon. The time has now come to see how WEMs are faring.

On the latest set of figures available the Navy is short of WEMs (O) and POWEMs (O) and (R). Too many very capable killicks do not fancy the exam; it is a stiff one but if you can pass you will be well aware that you have achieved a major step.

A second point is that we have in the branch a number of A / LWEMs who are qualified for PO but have not passed the LRLC. If you find yourself in that category then you — through your divisional officer — would be well advised to push hard to get a place on course; you are, after all, dipping out of a fair amount of money each month.

Your first requirement is to get fit since the greatest single reason for men not reaching Royal Arthur's gates seems to be an inability to pass the necessary fitness test.

Artificers

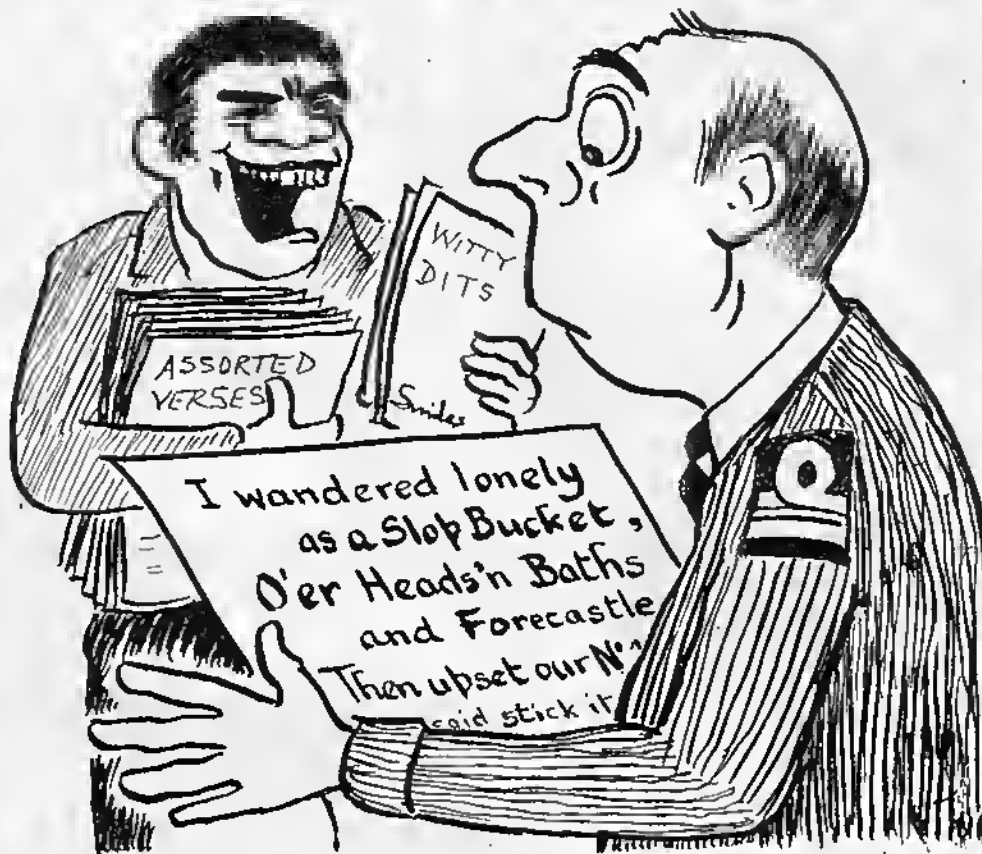
A logical follow-on from the previous subject is to encourage killicks selected for Artificer Candidates to go for POWEM during the intervening sea job.

There is every advantage in so doing. Not only are you in a pretty good position shortly after the LROC to do the theoretical part of the paper, but you are also a PO for your time on Artificer's Course and that is valuable as you could make chief a year earlier than your contemporaries who cannot be advanced to PO (unless already on the roster) during the Tiff's Course.

A further carrot (or possibly stick) is also being considered — namely that drafting to Artificer Candidate Course should

be done by seniority, first POWEMs then LWEMs. This is the practice in the ME branch and the Fleet Air Arm and has considerable merit. After all RHIP.

Incidentally, I am assured on some authority that the pay differences over the course between POWEM and LWEM is £5,442. If you disagree — no letters, please.



Here comes Super-WEM!



"You can wash up!"

It has been long recognised that there is a dearth of high-tec jobs available for chiefs and POWEMs, especially on the (O) side.

Investigations have been taking place for a number of months and an experimental scheme has been started to place senior rating mechanics into some jobs that to date have been the province of Artificers.

The guinea pigs are to be one chief and two POWEMs (O) who are to be trained to fill the Exocet, 4.5ln. Mk 8 gun, and hydraulic systems billets.

They will be going back to see in their respective ships before the middle of 1986 and their efforts will be viewed with great interest.

NOT YET

From a drafting point of view it is unlikely that many of you will be able to follow that route yet due to the underbearing that exists, but it is intended to pave the way for future super-WEMs.

Volunteers to tread the path may be called for in the future, but do not flood us with C240s yet.

HAVE YOUR SAY

In today's climate of strict economies and manpower shortages there is an obvious need to minimise training and make full use of the experience available in the Fleet.

In general this suits most of you as well because once you become good at looking after a particular piece of gear then, with luck, you also enjoy doing so.

There is a strong case therefore for streamlining artificers and mechanic senior ratings, and these considerations do feature high in the minds of Drafting Officers when completing their Sea Bills; but then so do your expressed preferences feature highly in the final selection to fill a particular billet.

PATTERN

At the outset of an Artificer's career, records held by Drafty fairly obviously show no strongly-held preferences for work on particular equipments, but as experience is gained a pattern starts to emerge defining the type of ship or equipment preference — the 21 Club being perhaps one of the better-known examples.

As far as possible we capitalise on this combination of preference and experience but it must be broken at times — someone has to go to Hong Kong or Gib or the States!

Also, of course, someone has to maintain the older analogue ships but those individuals must also — as far as possible — be

kept up-to-date on modern equipments.

So from a clear need to stream to save money and training time emerges a much richer pattern of jobs — a pattern in which you as individuals do have a considerable "say" by using your C230 or C240 wisely. Don't ask for the Impossible Dream, but do ask!

You should be aware of the shore jobs available for your particular Rate and CPOWTR. Townend's list of sea jobs for WEAs is available on request, in writing, to Naval Drafting Division D2WE Section.

Re-vamp on the MEM desk

The ME mechanic drafting section has been re-organised with the purpose of spreading the drafting load more equitably between desks and to provide a better service for the customer.

In essence, instead of having separate desks for MEM(M) and MEM(L), they will be combined for each rate, i.e. the desk will draft both M and L of the same rate.

Customers will now have a single point of contact for both M and L of each rate.

The new organisation is: **Drafting Officer** — Lieut.-Cdr. B. W. Swallow (ext. 2514).

CMEM and POMEM(M) and (L) — POWTR T. Quilton (2577).

LMEM(M) and (L) — POWTR R. Marter (2514).

MEM(M) and (L) — POMEM(M) J. Scott (2578).

Part II and III MEM(M) and (L) — CPOWTR A. S. Alexander (2574).

Going foreign? Get the facts ...

FACT sheets now available covering many foreign locations will be of use and interest to personnel and families with overseas drafts imminent — and to those thinking of volunteering.

Locations covered are Hong Kong, Gibraltar, Bermuda, Diego Garcia, Italy, Portugal, Belgium, Australia, Turkey, Cyprus, Holland, Nigeria, South Netherlands, Norway, Denmark, Canada and Virginia USA. There are also fact sheets to help with general matters on going abroad.

Those interested in obtaining fact sheets should contact their nearest SAFABs: HMS Nelson on Dockyard extension 24152 (or Portsmouth 832814); HMS Cochrane 3031 (or Inverkeithing 416747); HMS Drake 5289 (or Plymouth 59696); or HMS Neptune (Helensburgh 71674).

Families involved are urged to take advantage of the information offered.

Collingwood band wins top trophy

HMS Collingwood has wrested the trophy for the best volunteer band from last year's winner, HMS Seahawk.

The training establishment at Farnham, Hants, won the Commander-in-Chief's Trophy at the Royal Naval Volunteer Band Festival held in HMS Nelson on August 3.

They also retained the Kenneth Alford Trophy for the best drum major (PO David Archard) and the Collingwood Trophy for the best drum display. But ironically they lost the Kernow Trophy for the best marching display — to HMS Seahawk.

CULDROSE

The Culdrose air station retained the Bambara Trophy as the best Fleet Air Arm band.

The best overall concert for the Lea-Wilkinson Dirk was presented by last year's winners, RNEC Manadon, but HMS Dryad lost the Rose-Morris Trophy for the best small band concert to HMS Neptune.

Other bands competing were from HMS Nelson, HMS Caledonia, HMS Daedalus and HMS Sultan.

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Hurworth goes a-Hunting

HMS Hurworth, ninth of the Hunt-class mine counter-measures vessels, is due to become fully operational in November — a mere 14 months after her launch at Woolston, Southampton.



The Hurworth, constructed by Vosper Thornycroft (UK), was accepted into service in June and commissioned in July. She is expected to complete trials next month and is due to work up at Rosyth in November.

Hunt-class vessels, made of glass reinforced plastic, are unique in the Royal Navy as dual function MCMs — they can sweep mines or hunt them, using towed wire and influence sweeps for the former, and high definition sonar for the latter task.

Once the mines are detected

by sonar they can be destroyed by divers or by remote-control submersibles launched from the ships. Armed with a 40mm Bofors gun, the vessels can also be used as patrol craft.

Main reason for the plastic hulls is that they reduce the ships' magnetic properties, thus making them much less vulnerable to magnetic mines. Sound is also cut to a minimum by tuning and matching all main machinery and by taking great care will all resilient mountings.

As well as each ship's main propulsion system of two Deltic diesel engines, they have a third Deltic and an hydraulic bow thruster to give them the ability to manoeuvre at the slow speeds necessary for mine warfare.

Computer Assisted Information Systems collate data from sensors to provide an accurate coverage of shipping areas to be swept.

On the social side, HMS Hurworth (Lieut-Cdr James Richardson) has already established close links with the Durham town of Hurworth which was represented at the vessel's commissioning ceremony.

FACTS AND FIGURES

Displacement: 725 tonnes full load. Length: 197m. Beam: 32.8m. Draught: 8.5m. Propulsion: Two Rueton-Paxman 9-59K Deltic diesels, 3,800 bhp, hydraulic drive for slow running up to 8 knots. Speed: 16 knots. Range: 1,500 miles at 12 knots. Armament: 40mm Bofors gun. Complement: 45.

Action-packed career in the Mediterranean

THE only previous ship of the Royal Navy to bear the name Hurworth was among the first of the Hunt-class destroyers of the Second World War.

After a short but colourful career spent mainly in the Mediterranean, she met her end in October 1943 when she was blown in half by a mine during the unsuccessful attempt by British forces to seize the Dodecanese Islands.

Launched in April 1941, the Hurworth joined the 5th Destroyer Flotilla at Alexandria early in 1942. Throughout that year she escorted convoys to Malta and Tobruk, sharing in the destruction of a U-boat on May 28.

She also provided gunfire

support to the Eighth Army and undertook local patrols and escort duties in the Levant. In mid-September she took part in the unsuccessful Commando raid on Tobruk and in the following month participated in the sinking of another German submarine off Port Said.

SICILY

In November she was one of the close escort ships for the convoy which marked the end of the siege of Malta, and for the next seven months continued to escort convoys to the island, making two runs per month in each direction.

As leader of the 22nd Destroyer Flotilla she escorted one of the assault groups in the invasion of Sicily in July 1943, remaining in the area after the

landings to screen the anchorages.

In September she was deployed to the Aegean for the Dodecanese operation, and while covering the delivery of stores to Leros she and the Greek-manned Hunt destroyer HMS Adrias ran into a newly laid minefield.

The Adrias, her bows blown off, saved herself by beaching in Turkish waters, but the Hurworth broke in two and sank in less than 15 minutes. Eighty-five of her officers and men — half her complement — were rescued and taken to Turkey.

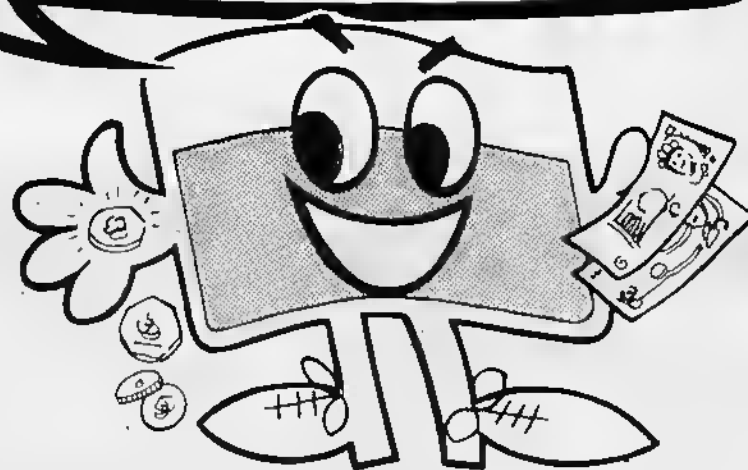
Battle Honours for the name are: Atlantic 1941, Libya 1942, Mediterranean 1942, Sicily 1942, Malta Convoys 1942, Sicily 1943, Aegean 1943.

HMS Hurworth, latest of the Hunt-class mine vessels.



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The Hunt-class destroyer HMS Hurworth. Most of her career was spent in the Mediterranean where she distinguished herself many times before being sunk in 1943.

No reprieve for Navy Display Team

NO HOPE has been offered that there will be a reprieve for the Royal Naval Display Team in response to a "don't axe it" plea from Oldham branch RNA chairman Mr Albert Inman.

Mr Inman's letter was one of two — published in August's Navy News — which paid tribute to the team and urged its retention. He also wrote to members of the Royal Family and to the Prime Minister.

He has now received from the Ministry of Defence an explanation for the decision — but no hope that it will be reversed.

"The need to disband the team arises from the requirement to concentrate limited Service manpower in the front line," says the letter. Streamlining support organisations in the Navy had allowed, for example, up to eight ships, which would otherwise have been placed in reserve, to be run on in the operational Fleet.

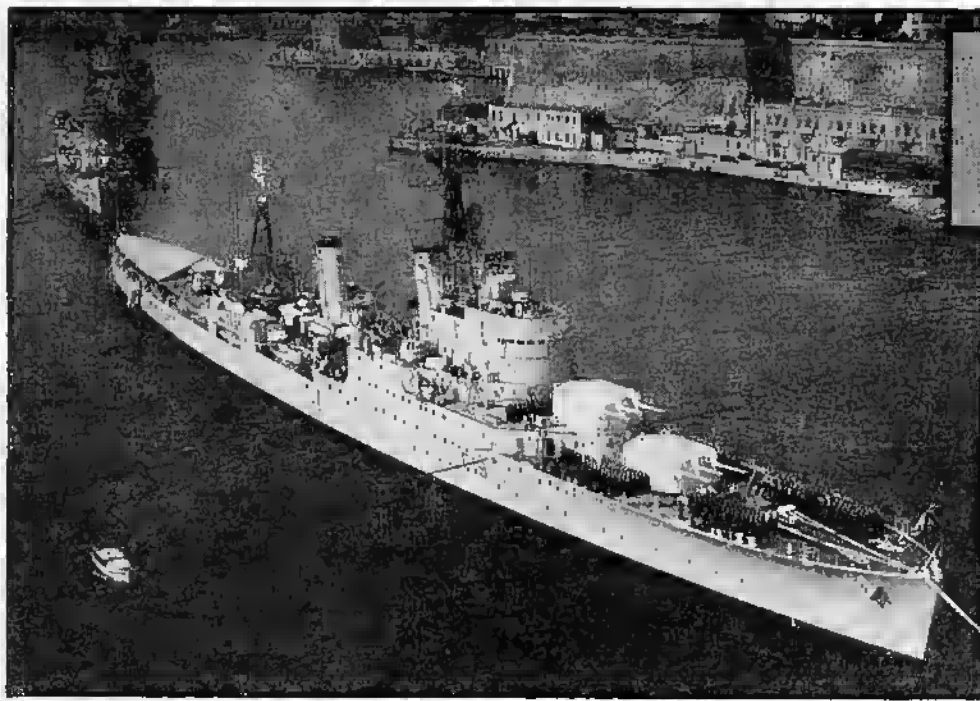
No optimism

Reductions in support manpower meant fewer men for activities not operationally essential. The RN Display Team was relatively expensive in manpower terms — the 60 or so men it required equated to about a third of a frigate's crew or the crews of two minesweepers.

"The Navy does not welcome the prospect of disbanding the team and will continue to examine the scope for alternatives," adds the letter — but, for the reasons given, it offers no opti-

mism over the outcome.

The letter also says it is known that many who have admired the performance of the team over the years will greatly regret its passing. "However, the Navy's activities will still be visible to the nation in a number of other ways and, more importantly, more ships will continue to be manned."



HMS Birmingham in Melfo in the 1950s

LETTERS to the Editor

Write to Navy News, Barham Block, HMS Nelson, Portsmouth PO1 3HH.

Give us better messes ashore

MUCH has been written in Navy News recently on whether or not money from the Tot Fund should be set aside for refurbishment of Fleet and CPOs' messes. As a CPO of nearly 20 years and as secretary of the Daedalus mess, I feel I should put pen to paper to express some points of view not yet discussed.

Most Fleet and CPOs have signed on for some form of career structure and intend to remain in the Service until at least the age of 40. With the introduction of the Second Open Engagement it may be for even longer.

For Fleet and CPOs "living in" the mess becomes home and the focal point for social life while ashore. This is now paid for in terms of accommodation charges and therefore should attract a better standard than that currently supplied by the RN. Many of the furnishings and fittings are of the style supplied free in the past and have remained unchanged for nearly two decades.

Almost all junior rates' clubs are refurbished to a high standard by Naafi who have large finances, partly funded on profits on sales to captive customers, whereas most Fleet and CPOs' messes have to be refurbished courtesy of mess subs. or PSA/DOE who have a limited, if not decreasing budget.

Because of the initiative shown by various messes in attempting to improve their surroundings, I feel that the Tot Fund should not withhold funds that were set up to improve a rating's lot. Surely the vast bulk of real estate ashore in the form of mess accommodation should

be made as modern and as comfortable as possible to go some way to compensate for conditions experienced on board.

RNAS Lissiemouth and Brawdy had brand new messes provided by the MOD to the then latest standards, and yet the RAF condemned both as sub-standard when they were handed over just a short while later.

I feel that more money should be made available to show some reward for being promoted to a more authoritative position, because it does, after all, feature in a rating's view to promotion to officer where a better all-round front, in the form of decor, is presented by most wardrooms.

Many thousands of pounds are distributed to minority groups and which very few senior rates ever get to enjoy, whereas all senior rates do enter a mess ashore.

I feel the time has come for a MOD policy to be promulgated that, with fewer establishments left, a better standard should be provided from whatever source possible to make life ashore — particularly Fleet and CPOs' messes — more attractive to the inhabitants without the financial penalty of increased mess fees from fewer members in a decreasing Royal Navy. — A. J. R. Perrott, CPOAEL, HMS Daedalus.

Relative mix-up

UNDER the heading in the August edition "Birmingham throws down the gauntlet" it is stated that the previous Birmingham was a sister ship of HMS Belfast.

This is not so. The Belfast had only one sister ship, the Edinburgh. — W. J. Willems (ex-SBPO), Netley Abbey, Southampton.

Christening in Diligence

REGARDING the correspondence about the christening aboard the Stena Inspector (now Diligence), the child was the son of Mike and Phil Rendell, resident in Port Stanley.

Mike is a former Royal Marine who married a Falkland Islands girl. They lived in the UK for a while, and also Saudi Arabia, but when the conflict was over decided to settle in the Falklands.

Their son was christened aboard the Stena Inspector by a naval padre.

The Stena Inspector's bell, suitably engraved, is now held in Port Stanley, but I believe the recipient wishes to remain anonymous.

As a legacy of his time in Saudi Arabia, Mike has the only Honda Accord in the Falklands with air conditioning and, until new laws, Saudi number plates! — R. S. Gilliam (POCK), HMS Exeter.

Memories of Queen Mum

MEMORIES have been sparked off by our beloved Queen Mother's birthday.

Towards the end of May 1927 I was serving in HMS Ellingham in Mauritius, awaiting the arrival of HMS Renown on her way back to England from Australia.

On board were the Duke and Duchess of York, who visited the Ellingham and presented the ship with an autographed photograph of themselves.

I have treasured a copy for 58 years, and would dearly like to know if there is anyone left who was on the Ellingham at that time. — S. G. Stevens, 6 Cophthorne Close, Brixham, Devon.

Parramatta survivors?

REFERENCE the letter (June issue) from Bryan Cambray, it reminded me of a similar circumstance while serving in HMS Avonvale.

We were on convoy duties to Tobruk when HMAS Parramatta was torpedoed. We dropped everything that would float, but were unable to stop because of the presence of a submarine.

I have often wondered whether any survivors were picked up, or made it to the African coast.

Incidentally I have been trying to get pictures of the Avonvale before and after she had her bows blown off. — Ken Holder (ex-bunting tosser), Sheffield.

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Children & Orphans

Napoleon Bonaparte RN!

VINCENT Cronin's biography of Napoleon reveals an historical curiosity which, if things had turned out otherwise, might have had incalculable effects on the history of Britain and Europe.

Cronin writes: "In 1783, England and France, putting on end to their six-year naval war, signed at Versailles a treaty of peace."

"It is probable, though not certain, that Napoleon (born 1769) now conceived the idea of entering the English Naval College at Portsmouth as a cadet. Service under another flag was then quite usual. Almost

certainly Napoleon considered it a temporary expedient to ease his father's financial difficulties.

"At any rate, with help from a schoolmaster, Napoleon managed to write a letter to the Admiralty, asking for a place in the college."

"Napoleon posted the letter. It arrived, but whether he got an answer is unknown. Anyway, he did not come to England, and the next summer he was posted for the Ecole Militaire."

I wonder how widespread is the knowledge that the future Emperor of France and the Scourge of Europe had once tried to join the Royal Navy. — D. S. Goodbrand, Manchester.

JACK

BY TUGS



'I give up on drafting choice'

I READ with interest Drafty's article in the June edition, "Give us a chance to help you."

I have given up expecting anything from the filling in of S230 forms, as when they reach HMS Centurion the information on them somehow manages to change.

For example, I ask for a base in Scotland and give no other preference. They give me a base in Wiltshire.

'Not on'

Some time after, they assured me (twice over the phone), that I would not be going to a certain base. Lo and behold, on my next draft order, that is where they have sent me.

I fill in the forms using the attached instructions, and usually go over it with my divisional officer. So where am I going wrong?

I can understand not coming up trumps once, but every time is not on. — Puzzled, BFPO.

● Drafty's reply is that 85 per cent of the Navy are drafted to first preference area/ base ports, and that drafting preference cards form an important input in achieving this.

The Naval Drafting Division is concerned that this customer is unhappy, and advises him to contact his divisional officer who can review his individual situation. — Editor.

Washington

□ visit

REGARDING the article (August edition) "Plastic Hunts impress in USA," I would like to point out that "those plastic boats" were not the first Royal Navy ships to visit the US capital for 15 years.

HMS Rothesay was there for ten days at the end of June 1973 (12 years ago) before returning to the UK, to visit our own capital, London. — G. Bower (POWTR), HMS Centurion.

Cumberland

□ record

I HAVE a photograph of HMS Cumberland bearing the inscription, "A record! 100,000 miles in 12 months. September 3 1939 to September 2 1940. 298 days at sea!"

Perhaps this will help to stop (or start) the arguments about some sea-time records. — F. H. Dymond (ex-SPO), Hamble, Southampton.

'Civvy St' warning by ex-chief

AFTER an absence from the Pusser for the past 11 years, can I hopefully enlighten serving members contemplating taking the drastic action of premature voluntary release?

I joined the Navy as a junior cook in the early 1950s, served in many ships and establishments, met real oppos, good mates, and saw the best part of the world.

After 21 years, and having attained the rank of chief, I decided to opt for early release, forfeiting pension rights but receiving a small Bounty (by today's standards). For me the grass was greener on the other side — no more separation, etc.

Discipline

In fact, with the exception of a few friends, Civvy Street for me stank. There was an aberrant attempt in another job to introduce and maintain the standards I had set myself, but discipline was a dirty word.

Mine may be an isolated case — and admittedly one of my own making. As they say, "If only we could turn back the

clock." But for those thinking the grass is greener on the other side, I say think hard and long before leaving the best Service in the world.

Finally I would like to hear from any of the lads I served with. — J. Markham, Ex-CPOCK(S), 69 Peterhouse Crescent, Woodbridge, Suffolk.

Heavenly

□ Osborne

THE LETTER of Lieut.-Cdr. J. V. Haddock (May) reminds me that I apparently started the correspondence with a letter pointing out that Earl Mountbatten had begun his naval career not at Dartmouth, but at Osborne.

I write now to commend Lieut.-Cdr. Haddock's suggestion of a book, and to suggest that it give prominence, possible even as its title, to a reply given by a great friend of my family, C. S. Pelly, who was a year senior to me there.

When asked by a friend after his first term there (summer 1916) what Osborne was like, his answer was, "If Heaven's like Osborne, it will do." — C. A. Herdman (Cdr. RN, ret'd.), Strabane, Co. Tyrone.

Colossal

□ voyage

THE RECENT sailing of the Royal Navy's new aircraft carrier, HMS Ark Royal, is a reminder of a similar departure of HMS Colossus which was commissioned at Newcastle in December 1944.

That other carrier expected to visit Portsmouth before joining the Pacific Fleet, but what must surely qualify as the longest-ever journey from Newcastle to Portsmouth ended more than 19 months later — a 72,000-mile course which took in such places as Fremantle, Manila and Hong Kong. — A. E. Carpenter, Clevedon, Avon.

RECRUITMENT: 'PUT SEA CADETS FIRST'

CONCERNING the Armed Forces Youth Training Scheme, there are lots of people in the Sea Cadet Corps who would like to join the Royal Navy and I think they should be given first preference.

These people give up two evenings a week or more because they like the Corps. They also learn something of the Royal Navy, its traditions, discipline, etc.

But is the YTS scheme an easy way into the Royal Navy? If they are kept on after the scheme, all the better. If not, they have had a spell of employment. — P.S. Kell, Birkenhead.

● Like the other Services, the Navy has to make training places available for the YTS and to offer a number of youth trainees the chance to transfer to regular service. But this does not affect the number of places available for applicants for the RN, we are told.

Vacancies

The Recruiting Directorate told us: "We have 350 vacancies for males and 150 for females for direct entry to the YTS and so far have only managed to recruit 16 males and 42 females, so any Sea Cadet who wants to join as a YTS entry has a very good chance provided he can pass the entry tests."

Among more than 3,000 regular male recruit ratings this year, only about two per cent will be YTS transferees. A larger proportion, about 20 per cent, of Wren places will be filled by YTS girl transferees.

It is recognised that many Sea Cadets are suitable for the RN and their cadet record is

taken into account by Careers Advisers during the selection process.

"But they must meet exactly the same entry standards as all other applicants and, as there is very stiff competition for the limited regular places available, a number of good candidates, including some Sea Cadets, have to be turned away."

Even so, in the past six months nearly 500 Sea Cadets have been allocated RN entry places. — Editor.

Retirement

□ anomaly

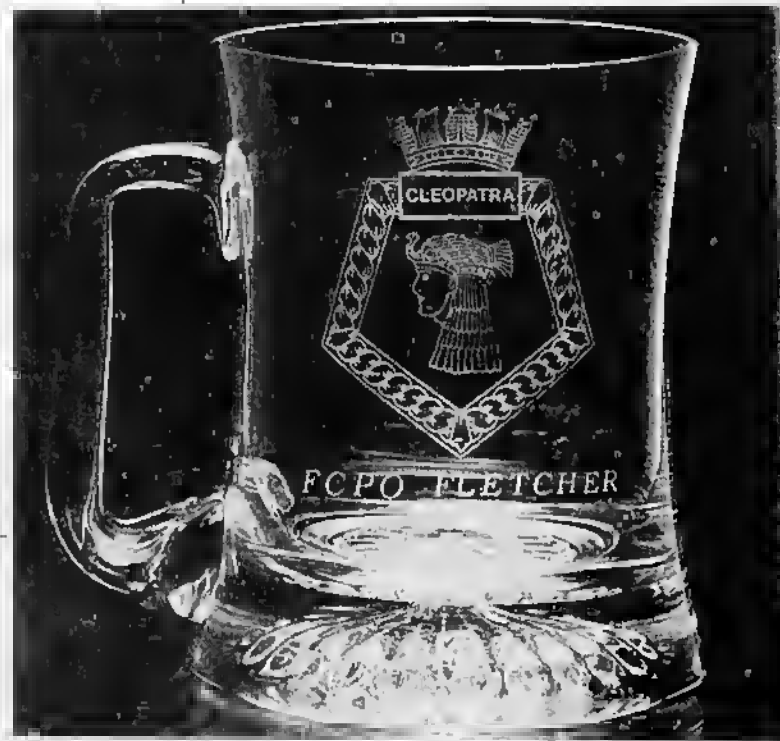
AFTER reading the letter from "Stokes" (August issue) and also Drafty's reply re local advancements, may this retired jaunty say his piece?

I retired in February 1970 as a master-at-arms, BUT only came out with an RPO's pension because of being four weeks short of the qualifying period of "two years in the last five years."

Yet there were RPOs who retired as RPOs with a MAA pension because they had been employed as "local acting MAA" in their particular ship for a period of at least two years in their last five of service. Some of them had not even qualified professionally as MAAs!

This retired matelot has always resented the anomaly. — Bill Allenby, Grimsby.

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Castle lends her support

SEARCH and Rescue back-up for the Fastnet Race was provided by the Fishery Protection vessel HMS Lae before she returned to her home port of Rosyth for summer leave.

Her involvement in the race was

preceded by visits to Falmouth and Southampton. This autumn she will undertake further offshore patrol duties, weapon training, firing training and exercises, with other units. In October she is due to visit London. She is pictured sporting a trial radio aerial fitted on her bridge roof.

Helo saves 29 in two incidents

A WESSEX 5 helicopter from 771 Squadron at RN air station Culdrose saved nine people on a family yachting trip in a Sunday morning rescue — then returned to the gale-lashed Channel in the afternoon to lift 20 people from the 77-foot yacht of pop star Simon Le Bon.

The helicopter crew — the same for both incidents — included POACMN Larry Slater who in the second incident dived under the hull of the yacht six times to extricate Le Bon and five others trapped there.

Although the incident involving a showbiz personality received massive publicity, the first — with six children among the nine rescued and the yacht farther out to sea — was equally hazardous and difficult.

The nine were rescued from a 36ft. crippled yacht in mountainous seas off the Cornish coast while returning to Britain from a two-week holiday.

To make the rescue the Wessex located the stricken vessel in conditions of almost nil visibility. The six children, aged from six to 14, were taken to Culdrose for medical checks.

After this morning incident, the Wessex was off again in the afternoon to lift 20 from Le Bon's yacht Drum which had lost its keel and overturned about two miles off Portscatho, near Falmouth, trapping six in the hull.

The capsizing occurred during the storms which knocked more than 100 yachts from this year's Fastnet Race.

Fastnet

PO Slater — a rescue hero of the 1979 Fastnet disaster — was lowered onto the upturned yacht, where 18 crew members were huddled.

Below in an air bubble, among rigging, oily water and lumes, six others, including Duran Duran lead singer Le Bon, were trapped.

Six times PO Slater dived under the hull to bring out a survivor. "I grabbed them and pulled them through the hatch," he said, "Once out they could see sunlight and knew which way to go."

Of the yacht's crew, 20 were winched up by the helicopter and four taken on board by Falmouth lifeboat. Some went to hospital for check-up.

"We all owe our lives to the helicopter crew, the lifeboatmen and the coastguards," said Le Bon later.

Helicopter pilot was Lieut. David Coles and the other aircrewman was POACMN Mike Palmer.

Damage

Next day Le Bon and three of his crew were back on the yacht's hull in rough weather inspecting the damage. The same helicopter (but with partial crew change) was returning from an incident in which people had been trapped by the tide, and saw them waving. After consulting base, it was decided to lift the group as a precautionary measure.

Later the yacht was salvaged.

PO Slater (32) joined the Royal Navy in 1969 and was a seaman (radar) before transferring to the Aircrewman Branch in 1976. He was in HMS Ark Royal SAR Flight and has served with 824 and 826 Squadrons at Culdrose as well as 771.



PO Larry Slater ... busy day in the Channel (see top story).

Sea of troubles!

'Virgin' crew used Navy raft drills

EXPERTISE in tending the engines and machinery of some of the Royal Navy's nippiest craft — like the fast training boats of the 1970s and the jetfoil HMS Speedy — helped gain a place for CPOMEA R.S. (Nobby) Clarke in the crew of the super powerboat Virgin Atlantic Challenger on its headline-grabbing bid to win the Blue Riband for fastest sea crossing of the Atlantic.

Only a capsizing after the hull was holed about 100

miles short of the finishing line robbed the sleek craft of the title after a dash of some 2,850 nautical miles from the United States.

Like all others in the nine-man crew, which included two small craft experts from the Royal Marines, CPO Clarke took a mighty pounding as the powerboat surged through the Atlantic storms.

After waiting in New York for a "weather window" to make their dash from the Ambrose Light Vessel to Bishop Rock Light, they still could not avoid the rough weather and fog.

When the powerboat apparently hit debris on August 15 as it neared home, the crew took to two life-rafts using drills which had been practised at Seaford Park, HMS Daedalus.

Within an hour-and-a-half they were picked up by a banana boat, later being transferred by RAF helicopter to the Scillies. A Sea King helicopter from RN air station Culdrose was also involved in the rescue.

Bruises

Next day at a Press conference in Portsmouth, life on board the 65ft. aluminium catamaran was graphically described. Full of technology, and latest gadgetry, the boat still had to battle at times into a wall of darkness at 50-60 m.p.h. to aim for the record. And there were plenty of bruises to show for it.

The craft was built on the Hamble, and CPO Clarke, who joined the project earlier in the year to be chief engineer for the trip, was involved in sorting out machinery problems as trials progressed. His domain included the two 1,960 h.p. diesel engines.

Sponsor and "travelling fare paying passenger" was Virgin

Airlines millionaire boss Richard Branson; skipper was Ted Toleman, whose company Cougar Marine built the boat; and second-in-command, famous round-the-world yachtsman Chay Blyth.

In a television film shown after the capsizing viewers saw CPO Clarke confirming on board the results of his inspection that the hull had been split. A decision was made to take to the life rafts and the powerboat went down in minutes.

Besides the two members of the Royal Marines on board, Lieut. Steve Goodwill and Marine Chris Duggan, about a dozen other Royal Marines were involved in the refuelling and support team. Three refuelling points across the Atlantic had been planned, and another proved necessary. Some fuel was taken on from RFA Green Rover.

CPO Clarke, who joined the Royal Navy in 1963 and is due

to leave later this year, has during his career served in the fast training boats Sabre, Scimitar, and Cutlass; in the fast patrol craft Tenacity; and in the 50-knot jetfoil HMS Speedy, which the Navy operated for a while. He has also served in the survey ships, HMS Hecate and Herald, including Falklands service.

Record

The record which the powerboat was trying to break was set up by the liner United States in 1952 in a time of three days, 10 hr, 40 min.

Since the Virgin Atlantic Challenger's attempt there have been newspaper reports that had the powerboat succeeded it was to have been painted grey, given a dummy gun, and put on show at the RN Equipment Exhibition at Portsmouth this month for the consideration of various navies.



CPO Clarke

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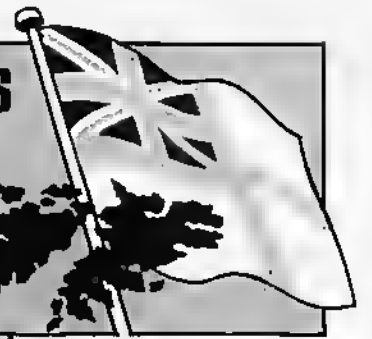
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RAS OFF THE ROCK

OFF Gibraltar, HM ships Penelope (left) and Amazon (right) team up with RFA Appleleaf for a replenishment-at-sea after the first leg of their deployment to the Falkland Islands Protection Zone. Before the two frigates sailed from Devonport in mid-July they completed four-week maintenance periods there followed by an intensive and successful

trial and weapons training programme at Portland. During the short visit to Gibraltar, the Top of the Rock race was won by AB(S) Ginge Lowden in 22min. 58sec. The Amazon and the Falklands veteran Penelope, which replace HM ships Avenger and Danae on the Falklands patrol, are due home for Christmas.

Falklands Peace Patrol



Welcome to South Georgia!

TAKING a few days break from patrol duties around the Falklands, HMS Danae and RFA Olwen proved to be welcome visitors to South Georgia in mid-July.

After a fast but uncomfortable passage there by the two ships, the Danae's Lynx helicopter flew off to the British Antarctic Survey Base at Bird Island off the northern coast complete with post and the ship's doctor, who had been asked to attend to an injured scientist.

The ships anchored off Grytviken for a few days and despite bad weather were able to land stores for the BAS teams and the Army.

The Danae also visited St Andrew's Bay with its huge penguin colony and approached the edge of the awesome Ross Glacier in Royal Bay.



Thanks Bluey, you're one in a million

AUGUST 7, 1985, was a blue-letter day among Forces serving in the Falkland Islands.

On that day a senior aircraftman serving at Port Stanley walked into the Forces Post Office and mailed the millionth Bluey, back home to England.

The Bluey, an apt nickname for the Forces Air Letter Form, provides that vital link between the uniformed personnel on the Falklands and their families and friends 8,500 miles away in the UK. It also makes its way to all other overseas posts where British Forces are serving.

Free

Postage is free on the Bluey for all Service personnel with the "BFPO 666" address — and their families in UK can obtain them from civil post offices and use the freepost facility.

The free air letter form is so popular among the Navy, Army and RAF that some hard-writing lads have up to ten pen-pals, maintaining an almost unbroken link with home.

Thirteen staff at the Falklands Forces PO handle the mail for all three Services in and out of the Islands, including batches of assorted letters and parcels weighing up to 3,000lb which arrive by air from UK.

● See "Sorting out a problem" — page 14.

Hey Diddle-De-Dee, a Scottish life for me



AFTER the Falklands War a sprig of white heather for every serviceman killed was planted in Princes Street Gardens, Edinburgh.

Last year's Royal Navy representative at the annual commemoration in the garden, Lieut.-Cdr. Ken Napier, who served in HMS Plymouth in the conflict, suggested that it might be appropriate for the garden to include some Falklands heather — commonly called Diddle-De-Dee — and the idea was eagerly accepted.

However, obtaining a healthy specimen proved much more difficult. Diddle-De-Dee is a sub-arctic plant with its summer and winter rhythms the reverse of Edinburgh gardens.

Four attempts were made by returning naval personnel to introduce a living sample to Scotland — but probably because of the lengthy transit through the tropics, none survived.

None, that is, until Admiral Sir Nicholas Hunt, lately Flag Officer Scotland and Northern Ireland, paid an early visit to the Falklands in his new appointment of Commander-in-Chief Fleet, and brought back a sturdy specimen ideally potted in compost.

Intensive Care

The plant was soon on its way to Lieut.-Cdr. Napier at FOSNI HQ at Pitreavie and he in turn took it immediately to Edinburgh District Council's Garden Nurseries.

There, foremen gardeners William Dennison and Allan Raeside, delighted to receive such a strong example, vowed it would be given intensive care to bring it from its dormant Falklands winter state to be ready for planting in the Princes Street Garden next March.

And, they added, there was a bonus: there was enough bush to take cuttings for extensive propagation. So a little piece of the Falklands will live on in Scotland.

Lieut.-Cdr. Ken Napier with Admiral Hunt's Falklands heather and the foremen gardeners who will help it adjust to Scotland's seasons, William Dennison (left) and Allan Raeside.
Picture: CPO(Phot) John Sinclair

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Mail ship role for destroyer

TYPE 42 Destroyer HMS Southampton undertook a new role in August — as a mail ship.

£700 for a run ashore

A WARM welcome awaited HMS Battleaxe when she arrived at her adopted town of Newport, South Wales, for a five-day visit.

With her she brought a gift of £700 for local charities, money raised by a team of runners from the ship who undertook a 24-hour sponsored marathon from Devonport to the Gwent town.

On passage the frigate was host to a group of Newport Sea Cadets and a large contingent from the town's Plessey Marine factory. Visits by members of the ship's company included calls at a school, a home for the aged and a home for the terminally ill.

ETHIOPIA

Visits were also made to Ansell and Whitbread breweries and to the Plessey factory.

Spotting fixtures were arranged and at a Police Club games evening £47 was raised for Ethiopia famine relief. The ship was open to the public for two days, and a cocktail party on board was attended by the Mayor and Mayoress.

Manadon gift

CAPTAIN of HMS Thunderer (RNEC Manadon), Capt. Bob Isaac, has handed over two new crests for the BR diesel locomotive Thunderer, in use on the Western Region. The crests, made in the Manadon workshops, were presented to BR Plymouth's assistant area manager, Mr David Langton.

STRINGING ALONG

... with Gavinton

COMMANDING officer of HMS Gavinton, Lieut.-Cdr. Bernie Bruen, has more than one string to his bow as he demonstrates here during his ship's visit to Newcastle-upon-Tyne.

In a scene reminiscent of Nelson's Navy, he soothes the troubled breasts of his exhausted tug-of-war team with a tune from his fiddle. The musical interlude came shortly before the Gavinton left for a large-scale minesweeping exercise off the Northumberland coast with 12 other MCM vessels.

Lieut.-Cdr. Bruen's audience are (from front) LMEM(M) Derby Allan, AB(D) Billy Pearson, AB(MW) Stu Patterson, LB(D) Kermil Clare, PO(MW) Dennis Bamber, STD Buck Taylor, AB(D) Simmo Simmo and POMEM Benjo West.



... with Abdiel

WHILE HMS Gavinton fiddled, the sailors of HMS Abdiel — also visiting Newcastle — came up with this shapely catch.

She is 27-year-old Terry Edwards of Walker, Tyneside, who was among hundreds of visitors to the exercise minelayer while she was alongside.

The sailors giving Terry a lift in this picture are SA Jim Watret and AB Bob Maiden.

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Suited to their jobs . . .

SOAKED and bedraggled, the appearance of these Wrens is far from that well-groomed look normally encountered by Royalty.

However, parade uniform would hardly have been appropriate for the task they had just accomplished — the extinguishing of a shipboard fire.

The exercise took place during a visit by Princess Anne to HMS Cochrane, and although the "ship" was a steel, simulated hull, the fire was real enough.

FEARNOUGHTS

Princess Anne, Commandant of the WRNS, watched the Wrens, dressed in firenought suits, plunge in to tackle the fire and rescue "casualties" at the Scotland and Northern Ireland Command Firefighting School.

Among the firelighters were (from right) Wren WTR Lesley Craig, Wren Lesley Stevenson and POWren Diana Jeffery. On the Princess's right is FCPO Ian Cameton, who is in charge of the School.



CLOWN PRINCE

WHEN parents and children were not busy competing with each other in sack races, pancake races, tugs of war and various other activities at HMS Illustrous families' sports day, there was time for a little clowning around in front of PO(Phot) Danny du Feu's camera. PO Cook Dave Granger donned the colourful gear to amuse (from left) Rachel Easdale, Sandy and Ian Wood, Clare Easdale and Louisa Wood.

Beagle sniffs out a Russian submarine

ENCOUNTERS with Russian surface vessels, submarines and aircraft formed the climax of a three-month deployment for the survey vessel HMS Beagle.

After a lengthy survey of the Moray Firth and an exercise with mine countermeasures vessels, the Beagle was detached to join the NATO ships shadowing the large Soviet task force conducting exercises in the eastern Atlantic.

The ship was overflown several times by Russian Bear reconnaissance aircraft and en-

countered a Soviet F-class submarine on the surface. The boat dived as the Beagle approached.

On July 25 the Beagle returned to Devonport after handing over her duties to HMS Brocklesby.

Belfast's four millionth

HMS Belfast has welcomed on board her four millionth visitor since she was moored in the Pool of London in 1971. The visitor was presented with gifts to mark the occasion by the keeper, Capt A. W. Wheeler.



Archer takes a bow

FIRST of the RNR's coastal training craft, HMS Archer, was accepted into service on August 9.

A dedication service was conducted at HMS Sussex, the RNR unit at Brighton, before the vessel left for Dundee to join T4 Division RNR at Dundee.

HMS Archer, built by Watercraft Ltd at Shoreham, will be followed into service by 13 similar vessels — ten for the RNR and four for the Royal Naval Auxiliary Service.

Based on the Watercraft P2000 fast patrol boat, the Archer provides accommodation for a crew of 11, is powered by twin Rolls-Royce CV12 diesels and is equipped with a gyro compass and Decca navigation and radar.

She will be used to prepare junior officers and ratings for their role in manning minesweepers.

40 Cdo win third sword

ROYAL MARINES, trained for war, have proved themselves so adept at keeping the peace that they have again gained one of the Wilkinson swords awarded annually to each of the three Services.

The presentation was being made to 40 Commando RM at Norton Manor Camp, near Taunton, on August 30 — the first time in the history of the Sword of Peace that an award has been made to the same unit on three occasions.

On June 6 1984, 40 Commando deployed to Cyprus for a six-month tour with the United Nations Forces in the island.

The citation says that the unit had two main tasks, patrolling the UN buffer zone (known as The Green Line) between the Greek and Turkish communities, and providing security forces for the Eastern Sovereign Base Area.

The aim throughout was to maintain the fragile cease fire, agreed in 1974, between Greek and Turkish forces.

A major objective, within the overall aim, was to normalize relations between the opposing factions.

To this end the unit succeeded in opening 223 fields (a record) along the buffer zone, enabling many farmers to work their land for the first time since 1974.

The presence of the UN troops served to allay fears on both sides.

Considerable efforts were made to foster goodwill between troops and the local

community through sport, concerts and parties.

Regular visits were made by the commando "humanitarian officers" who provided a link between families divided by the buffer zone.

Reunited

The commando liaised with the UN High Commission on refugees and missing persons, and was instrumental in reuniting two families separated for ten years.

The citation concludes: "The unit made many friendships with both the local population and opposing forces. This is an indication of the efforts devoted to understanding and providing real help to a divided community, and contributed to the unit's considerable success in the often difficult task of keeping the peace between the opposing communities and their defence forces."

● 40 Commando won the Sword of Peace when it was first presented in 1967, for services in Sarawak, and again in 1973 for services in Northern Ireland.

Kennedy visit

SENATOR Edward Kennedy visited the HQ Allied Naval Forces Southern Europe at Naples during a fact-finding tour of American Forces in Europe. He was greeted by Cdr Harry Harley RN, HQ Commander at NAVSOUTH.

Minerva tour

A GROUP of members of Plymouth and District branch of the British Institute of Management which toured Plymouth naval base visited HMS Minerva and the Frigate Refit Complex, among other places.

Royal escort, Bristol fashion

THREE Royal Navy ships were present for a visit to Bristol by the Queen and Duke of Edinburgh.

The survey vessel HMS Bulldog and the River-class minesweepers HM ships Waveney and Carron were berthed in the city docks to participate in the events surrounding the official opening by the Queen of the National Heritage Museum.

BARGE

All three vessels manned ship as the Queen and Prince Philip passed through the docks in the Royal Barge.

After the celebrations the Bulldog, with sons of ship's company members embarked, left Bristol for summer leave and maintenance period at Devonport.

In the autumn the ship was due to return to Kilbrannan Sound to complete her Scottish surveys after which she is expected to conduct wreck investigations in the Straits of Dover.

Forth goes to breakers

HMS Forth, the last Royal Navy ship to have seen operational service throughout the Second World War, has made her last journey. She was towed from Devonport to the breakers at Rochester, Kent on July 23. The submarine depot ship had been lying idle in the River Tamart since she paid off in 1978. Commissioned four months before the outbreak of the 1939-45 war, the Forth was renamed HMS Delancey in 1972 and supported nuclear submarines and Leander-class frigates until the Plymouth shore base took over the job, using the same name.

Edinburgh accepted

HMS Edinburgh, the "stretched" Type 42 destroyer launched in 1983, has been handed over to the Royal Navy. She made her acceptance voyage from Cemaes Island, Shipbuddars, Birkenhead, to Rosyth on July 20.

Coinciding with the arrival, six members of the ship's company completed a 232-mile sponsored cycle marathon which raised more than £1,000 for Leam Children's Hospital and the Clatterbridge Scarthier Appeal, Birkenhead.

The cyclists had taken just 15 hours to travel from Birkenhead.

A Home from Home for Sailors . . . at Aggies



When Aggie Weston founded her Rests over 100 years ago she saw the need for a "Home from Home" where sailors would find a welcome and companionship. The Rests have changed over the years but these principles still hold good. Come and see us. You won't find any beer but you will find something that will more than make up for that.

Further information can be obtained from the General Secretary, 2A South Street, Gosport, Hants PO12 1ES

Royal Sailors' Rests



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TWO PAGES FOR FAMILIES

Seek advice on house letting

PROBLEMS which may arise when Service personnel let their homes often deter would-be 'letters'. No one fancies the prospect of legal wrangles during tenancies, or at the end if the occupants won't leave.

Breakdown insurance

A NEW long-term breakdown insurance for domestic appliances has been launched by Naafi for customers in the UK, Germany and Belgium.

Household electrical goods can be insured for three or five years, including the period of manufacturer's guarantee, by customers making a once-only payment within 30 days of purchase.

Details of the scheme, including the cost and types of goods covered, are available on leaflets in Naafi shops.

Success for holiday club

A HOLIDAY Club held at Helensburgh during the school holidays proved a great success. Most of the children, aged between five and 11, came from the naval estate.

The Faslane Base churches combined to run the club and the chaplains were assisted by members of the congregation, and by PT staff from HMS Neptune.

Moves have been made in the past to provide protected tenancy agreements for Service house owners but even these, it seems, do not answer all the problems. Satisfactory arrangements can be reached — but those embarking on letting should take professional advice.

The 1980 Housing Act introduced a mandatory ground — known as Case 20 — specifically for re-possession by Service personnel who let their own house. Provided these personnel let correctly under Case 20, they can be sure of securing re-possession of their home, at the appropriate time, by court order.

Case 11

But not all Service personnel are eligible to benefit from the Case 20 provisions — for example, if the house were purchased before they joined the Armed Forces.

Some may have to let, so as to protect their re-possession right and recover possession, under what is known as Case 11. This provides for the owner

of a house to gain re-possession from a tenant when he or she wishes to re-occupy it at the end of a period of tenancy.

There has been publicity over a Court of Appeal decision last November that the provisions of Case 11 applied only where the owner was in occupation when the letting was made. A re-letting to a new tenant, which was not preceded by a further period of residence by the owner, was ruled to take the tenancy outside the terms of Case 11.

New Act

This ruling obviously had serious implications for Service personnel. But a Private Member's Bill was speedily introduced into Parliament to enable an owner to re-let his property without the necessity of re-occupation in order to protect his right to re-possession. The Bill was enacted in spring this year.

All Service personnel intending to let, or re-let, their homes are strongly advised to employ the services of a solicitor in drawing up the lease for the letting of the property so that the appropriate provision for



Nelson champs

WHEN Nelson Volunteer Cadet Corps held summer ceremonial divisions in HMS Nelson they were inspected for the first time by a WRNS officer — Supt. Mary Ames, Command WRNS officer.

The Nelson Corps has had a highly successful year, being Portsmouth area and Air Day field gun champions and champions in a range of sports.

In the picture with Supt. Ames are Janine Fretwell, Stuart Bell and Darren Curtis.

VCC members include sons and daughters of Service personnel.

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the right insurance for your family, home or contents, and guidance on investment and taxation.

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BARCLAYS

Why no advance under 25?

COMPARATIVELY speaking, the Royal Navy fares well over house purchase arrangements, being the only Service of the three to have a Long Service Advance of Pay Scheme.

Even so, the privilege is not available to everyone in the Service, and a disappointed sailor has written to Navy News asking if the rules can be changed to allow wider application.

He explains that he is aged 24 years nine months, and has passed for leading hand on a career engagement, of which he has served five years and seven months.

"I am at present purchasing my own

property," he says, "but have been informed that I am not eligible for a Service loan.

"As the conditions stand at the moment, I find I am too young and serving on the wrong kind of engagement.

"I would gladly sign on the dotted line for 22 years now, but find that I cannot. As for my age, it seems ridiculous that I have to be 25 to be seen to be mature enough for this type of commitment in today's Royal Navy.

"Can you please advise me if there is any way in which the home purchase loan can be made in advance of the conditions stipulated?

"As for the future, surely these condi-

tions should be reassessed to allow more ratings the use of this valuable privilege."

The answer, alas, is that there is little hope of any change in the rules.

The official explanation is that the Long Service Advance of Pay Scheme, since it began, has always incurred a commitment to a pensionable engagement. This is to ensure some return of service for receiving the loan.

The minimum age of 25 came in because previously a sailor had to be 25 to sign on for pension, and so the age and the engagement were linked.

Now that the Navy has the Open Engagement, a sailor must still be at least 25, but should be on the Open Engage-

ment or have re-engaged to complete 22 years' service or more.

"After all," says the reply, "the scheme is called Long Service Advance of Pay."

But why, then, cannot the rules be altered? This is the answer:

"Of course, it would be nice to allow younger men to benefit from the advance, but at present there are no plans to change this particular part of the regulations, which would be very expensive.

"There are other improvements to our conditions of service which would benefit more people and which should therefore be sought before this."

Sorry "AB", but we hope you still manage to get the house you want.

Nine in flight deck baptism

EIGHT children and one sailor were christened on board HMS Manchester in Portsmouth, with relatives from a wide area crowding the flight deck for the service.

Three of those baptised came from one family, including Dad. In the West Country there was a christening ceremony on board Seaforth Clansman.

While conducting a saturation diving course at Falmouth, Chief Diver Chris Ballinger, of Naval Party 1007, which is permanently embarked in the commercial deep dive support ship, took the opportunity of having his son, Marcel Jon, baptised on board.

A standard diving helmet loaned by HMS Vernon was used as the font.

Blanket coverage

NAVAL wives at Plymouth have been involved in providing more than 100 vests and ten blankets for the Ethiopian appeal.

Wives of St. Andrew's Church, HMS Drake, and the Churches Arts Centre, St. Budeaux, a group organised by Mrs. Aileen Rowles, have been busy knitting and crocheting, helped by a nine-year-old girl and at least two husbands. Many people gave wool, or money with which to buy it.

The colourful vests and blankets were presented to the chairman of the Plymouth Oxfam Group by Mrs. Anne Husk, wife of Commodore Richard Husk, of HMS Drake.

Rent rises offset by new rule

MARRIED quarters tenants now paying increased rents under the new accommodation grading system introduced from April 1 will welcome the news that a change in grading standards of heating systems virtually cancels out the increases for many.

After a reappraisal on a joint Service basis, MOD have agreed that ratings' MQs without full central heating systems from one source should be placed in Grade 2, instead of Grade 1.

Many thousands of ratings' quarters — in effect those without radiators in bedrooms as part of a comprehensive system — fall into this category.

Backdated

But while most ratings' quarters now become Grade 2, officers' quarters in general have full central heating systems and are not affected by this latest change.

For ratings concerned, readjustment of charges, backdated to April 1, is being arranged automatically by naval housing offices, and the effects should soon show up in pay.

At present, ratings' Grade 1 three-bedroom quarters (full central heating) cost £2.82 a day. A similar quarter, but without full central heating,

costs £2.56 a day — in fact 1p a day less than under the old system.

So, if you live in a house like that and you haven't got radiators in the bedrooms, your

rent is going to be just about the same as it was last year — and there's a "cash refund" on the way for the increased charge you've been paying for the last few months.

MODEL COUPLE

IN A recent issue of Navy News Mrs Sheila Judd asked if anyone could make wedding cake figures of a sailor and his bride to adorn a cake being made for her son's wedding on August 24.

Robert Duff, Principal of the London School of Nautical Cookery run by the Marine Society, responded to the appeal and his six-inch figures reproduced the clothes of bride and groom.

Detail was correct down to a bunch of red roses and the sailor's badges, Mrs Judd said: "I didn't quite know what to expect and was really amazed when I saw all the detail and colour."

Mr Duff, who trains Merchant Navy cooks, is a distinguished "sculptor" in icing sugar. One of his most recent models was that of the new RNLI lifeboat Merchant Navy.

Draw of the century

THE DRAW for this year's SSAFA "Three Car" competition was made in London by 100-year-old Mr. Arthur Turnridge (who puts his long life down to rigorous military training in his younger days).

In all 172,800 tickets were sold at home and overseas, and the draw raised nearly £30,000 for SSAFA which, like Mr Turnridge, is this year celebrating its centenary.

Helping to draw the runner-up prizes is LWREN Yvonne Fleming, of HMS St Vincent.

First prize of a Metro City went to G. West, of Driffeld, Humberside; second of Mini Mynfair to M. Powell, c/o RoguInflng Office, HMS Gloucester; and third to Sgt. Green, RADC, Aldershot.

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Navy News

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Despite heavy mist, HMS Invincible put to sea from Portsmouth to take part in a joint families day with HMS Glamorgan. More than 1,500 visitors enjoyed a splendid day out, highlighted by a thrilling flying display provided by Sea Kings (820 Squadron), Sea Harriers (801) and RAF aircraft. This picture was taken from the Invincible and shows HMS Glamorgan immediately ahead. HMS Endurance occupies the berth to the left of the picture.

Shoring lesson of the Falklands

FURTHER lessons learned from the Falklands war are being reflected in improvements to damage repair capability in Royal Navy ships.

An announcement says that Falklands experience highlighted the need for increased allowances for timber for shoring, particularly for machinery spaces.

The "EMM" damage repair clamp (based on a design by Lieut.-Cdr. T. C. Emms) has been developed to support shoring timber, as reported in Navy News last month.

It has particular potential in machinery spaces to support ship side or bulkhead patching where there are high deckheads.

Its introduction will alleviate the excess end stowage problems associated with providing long lengths of shoring timber in such spaces, although some long shores may still be required to support weakened structure.

Advice is given on the use of the new clamps.

DCI (RN) 250

★ Holiday tip

SERVICE personnel on leave wishing to visit a foreign country are advised to consult the official advice in case special restrictions apply.

DCI (RN) J 254

★ Resettlement

DETAILS are announced of the extensive programme of resettlement briefings and courses for 1985/86.

DCI (RN) J 303



'MAGIC EYE' WILL AID FIREFIGHTERS

FIGHTING fire in the Royal Navy is becoming safer and more efficient through use of an electronic gadget being issued to the Fleet.

Both ships and shore establishments are to get "thermal imaging camera" (TIC) — some already have them.

The TIC is a battery-operated hand-held "magic

eye" incorporating a miniature viewing screen, allowing a fire-fighter to see through dense smoke where normal vision would be impossible.

Not only would there be a better indication of the source of a fire, but obstacles and hazards would be made visible to fire-fighters, thus providing an important safety aid.

The official announcement warns that "the TIC is an expensive piece of electronic equipment, and due care should be taken with its transportation and stowage."

DCI (RN) 252

"And what sort of heat source were you expecting to see through the steam in the Wren's sauna?"

GET WISE ON DCIs

Sorting out a problem

Aim of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

"I thought it was 'Bottle For Posting Overseas'!"

PEOPLE who complain about delayed letters may well wonder if the mail sometimes goes backwards — and in one sense it does. Because Post Office sorters don't read addresses from top to bottom but the other way round.

In the case of letters to Royal Navy ships that makes it particularly important to get the address method right.

Postal puzzlement is fully explained in an announcement which says that a recent survey

of private mail passing through the Postal and Courier Depot at Mill Hill has shown a high percentage of incorrectly addressed letters.

"The correct address (last line) for letters posted within the United Kingdom to naval authorities afloat, HM ships, RFAs, naval parties, and RMAS vessels is BFPO Ships, and NOT BFPO Ships, London," says the statement.

The address BFPO Ships London is only applicable to mail posted overseas which requires to be routed to the UK for onward transmission via Mill Hill to a ship or naval party.

Post Office letter sorters, it is explained, read an address from the bottom line upwards. Therefore letters posted within the UK and wrongly addressed to BFPO Ships London may well be mis-sorted to a London district sorting office, thereby introducing an additional and unnecessary delay before reaching Mill Hill.

The same rules also apply to Service mail.

For those at home who write to the Fleet, the last line of the address must be BFPO Ships,

DCI (RN) 286

★ Extra chiefs

PROMOTIONS to chief petty officer this year will now include another 69 ratings who have been added to the list "to offset known shortfalls."

An announcement gives the names of the 69 who now benefit from the reserves selection procedure, and will be promoted by December 31.

DCI (RN) 248

★ Essay prizes

EIGHT subjects are announced for the choice of entrants in the Bertrand Stewart Prize Essay competition. The first prize is £150, and the second, "up to £50".

DCI (RN) J 293



ROOKE TO GET CRAFT

TWO CRAFT at Gibraltar are to be transferred from the Royal Air Force to the Royal Navy.

The Sunderland and the Starling will be renamed HM ships Hart and Cormorant and be commissioned to form the Gibraltar Squadron.

The Squadron will be under the command of the Commander-in-Chief Fleet, and under the operational and administrative command of the Flag Officer Gibraltar as tenders to HMS Rooke.

DCI (RN) 274

Pension rule is improved

WHEN a Serviceman, during his final five years of service, has completed less than two years but at least one year in his highest paid rank, his pension will be assessed on the paid rank which he has held for two years or more.

An improvement is announced for additions to pension for service in a higher rank short of two years.

He will qualify for an addition of one half (previously one third) of the difference between the rate for the rank on which his pension is assessed and the rate for the next higher rank for each year (subject to a maxi-

They're singled out no longer

SINGLE owner-occupiers are now to get the benefit of the scheme which has hitherto allowed only married owner-occupiers, when posted overseas, to claim refund of legal expenses incurred for tenancy agreements and repossession costs.

Claimants must establish their right of possession on termination of a tenancy by having a tenancy agreement drawn up by a solicitor.

Reasonable legal expenses for employing a solicitor may be refunded.

All house-owners appointed overseas should study the official guidance, though it is emphasized that the scheme does not include appointments or drafts to sea-going ships.

DCI (RN) J 292

★ Dead lead

HEALTH requirements have killed off the Royal Navy's red lead, which is now being replaced by lead-free zinc phosphate priming paint.

The opportunity has been taken, says the official announcement, to produce a completely new comprehensive specification for primers, undercoats and finishing paint in the steel weatherwork range.

Although the new lead-free primer is less hazardous to health than the red lead, manufacturers' precautions are to be strictly observed.

DCI (RN) 291

★ Nelson move

THE AUDIOLOGY Department (Operations) is being moved from HMS Vernon to the Medical Department HMS Nelson during the first two weeks this month.

DCI (RN) 299

★ Salvage

SERVICES to the fishing vessel Tantelos on October 24, 1983 have resulted in a salvage award to HMS Orkney.

(Announcement dated July 26 1985)

SALVAGE services to the yacht Ceonamele on August 26 1983 have resulted in an award to HMS Wakeful.

Announcement dated August 2 1985)

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DEBTS: A WARNING

ALTHOUGH a Service man's debts "are generally his own responsibility and the Service should not normally interfere with them," there are reservations.

Official guidance points out that financial problems may, through worry and other pressures, reduce efficiency.

Moreover, if an individual displays financial irresponsibility, particularly if it involves dishonesty, it may affect suitability for promotion or advancement, for handling classified material, for certain appointments or drafts, and even retention in the Service. The individual may become an administrative burden or bring the Service into disrepute.

"In all cases," says the official statement, "the main factor is not the debts, but the attitude to them and the handling of them."

DCI (RN) 296

Trunk calls deliver the goods

CHANGES in the pattern of naval freight movements in the United Kingdom have resulted in the introduction of an inland freight trunking system, operating to a timetable and claimed to be more efficient and more economical.

Some outside freight support may be required, but the announcement stresses that to maximise savings, as much freight as possible is to be incorporated in the trunking system.

Tractor-trailer units will link Portsmouth, Devonport, Rosyth, Portland, Copenacre, Eggescliffe and Faslane.

The timetable allows for a single Monday-to-Saturday service, but the system is sufficiently flexible for additional

runs to be programmed if necessary.

System capacity and adherence to schedules will be closely monitored during the first months of operation.

DCI (RN) 288

DEPTFORD CLOSURE

THE NAVAL Stores Depot at Deptford ceased to be operational on June 28 and closed on July 31, so ending the career of the oldest existing RNSTS establishment.

It first opened for business as a stores depot in 1513 in support of the adjacent shipyard.

The movement of road freight, previously managed by Superintendent Deptford, will be incorporated in the new RN inland freight trunking system.

DCI (RN) 289

★ Refunds

THE SYSTEM of refunding education and training courses and examination fees changes, with effect from September 1 1985, from a flat rate to a percentage basis.

From that date the total amount which may be reimbursed to entitled Service personnel for approved courses and examinations changes to 80 per cent of the fees paid, subject to a maximum refund to each individual of £100 in any one financial year.

DCI (RN) 277

★ Concert

BANDS of the Royal Marines, the Army and the Royal Air Force will be among those taking part in a tri-service musical concert in the Usher Hall, Edinburgh, on Saturday November 30, 1985.

Proceeds of the concert will be donated to the Soldiers', Sailors' and Airmen's Families Association in its centennial year.

Tickets are available from The Secretary SSAFA (Edinburgh), New Haig House, Logie Green Road, Edinburgh EH7 4HQ.

(Announcement dated August 2, 1985)



"Hands off, lad — you're redundant!"

★ 'Tec sets

DETECTOR sets currently in use in the Fleet for monitoring machinery vibration are to be phased out and replaced with a new type.

DCI (RN) 282

★ Schooling

SCOTTISH parents considering boarding school education for their boys may like to consider the Queen Victoria School at Dunblane.

Applications for admission in September 1986 are now invited.

Tuition and board are free, but parents have to pay a clothing charge (currently £255 a year).

Since the school is financed by the Ministry of Defence, parents do not qualify for boarding school allowance in respect of sons at the school.

DCI (RN) J 257

INTREPID BACK — FIGHTING FIT



HMS Intrepid's rededication cake is cut by Mrs Pauline Provost, wife of the commanding officer, and JA Ck Kevin Canham.

FITTED with new 20mm Gambo anti-aircraft guns, the amphibious assault ship HMS Intrepid was rededicated at Portsmouth on August 6.

The Intrepid's 15-month refit at Devonport included an overhaul of the hull and all machinery, and work which now enables her to embark the larger Sea King helicopters as well as Wessex and Scouts.

She returned in July from a six-week Mediterranean deployment with 140 junior officers and 90 apprentices embarked for training, and will now resume to her primary role as an assault ship, taking part in exercises with British and NATO troops in the waters around the UK and Western Europe.

During the rededication ceremony, the Commander-in-Chief Fleet, Admiral Sir Nicholas Hunt, inspected the ship's company of 600 and a Royal Marines Guard from 6th Assault Squadron.

Also present were Lady Hunt, the Flag Officer Portsmouth (Rear-Admiral John Warsop) and Mrs. Warsop, and the Commodore Amphibious Warfare (Commodore Jeremy Larken).

Cake

The service was conducted by the ship's chaplain, the Rev. Godfrey Hilliard, and the rededication cake was cut by Mrs Pauline Provost, wife of the ship's commanding officer, Capt Anthony Provost.

She was helped by the youngest rating on board, JACK Kevin Canham (17), who had also had a hand in icing the cake.

At the reception which followed, a cheque for £900 was presented to the Mayor of Winchester, Mrs. Jean Freeman, who received it on be-

New guns — and she can carry Sea Kings

half of Winchester Children's Holiday Trust.

The money had been raised on board during the Mediterranean deployment and was presented by CPO Stephen Llewellyn who originated the idea of organising events in aid of the charity.

When the Intrepid returned to home waters she entertained about 1,400 families and friends to a day at sea. The event included air displays by aircraft from RN air station Yeovilton and RAF St Mawgan, and a search and rescue demonstration by helicopters from HMS Daedalus. Music was provided by the Royal Marines Band of the Flag Officer Third Flotilla.



One of the new 20mm Gambo guns fitted to the Intrepid.

Picture: LA(Phot) Mixxy Chetty

Barge converted for Seawolf trials

DYNAMIC SERVANT, a 12,000-tonne ocean-going barge, has been converted to a vertical launch Seawolf trials platform and given a new name. It was converted at Govan for British Aerospace, renamed Longbow by the Royal Navy and now wears the Blue Ensign.

As a self-contained trials platform on station in Cardigan Bay off the Royal Aircraft Establishment range, it will be equipped with vertical launchers and Type 911 radar.

The barge will be used in support of a £130 million contract awarded to Aerospace's Naval Weapons Division to supply vertical launch Seawolf for the Royal Navy's Type 23 frigates.

NAVY NEWS

T-shirts and sweatshirts

• Adults' T-shirts £3.50 (small and large)

• Children's T-shirts £2.50 (sizes 26, 28, 30 and 32 ins.)

• Sweatshirts (adults only) £8 (small, medium, and large)



Prices include UK postage and surface mail. Limited supplies from: Business Manager, Navy News, HMS Nelson, Portsmouth, PO1 3HH. Cheques and postal orders, to accompany orders, to be made payable to Navy News.

* Please state sizes required *

APPOINTMENTS

ADMIRAL Sir John Fieldhouse was promoted Admiral of the Fleet on August 2 on relinquishing the appointment of Chief of Naval Staff and First Sea Lord.

As previously announced, he is to be Chief of Defence Staff and Chairman of the Chiefs of Staff Committee in November.

Admiral Sir William Staveley, who succeeded to the appointment of Chief of Naval Staff and First Sea Lord on August 2, also became First and Principal naval aide-de-camp to the Queen from that date.

Top promotion takes effect

Other appointments recently announced include:

Capt. O. S. Dobson, Staff of CINCFLEET as Captain of the Fleet.
Capt. C. C. Morgan, Southampton in command October 1 and as Capt. O5.
Capt. J. T. Sanders, Andromeda in command and as Capt. F8, September 24.
Capt. H. M. White, Bristol in command, October 29.
Capt. W. H. H. McLeod, Capt. of the Port Devonport and OHM Plymouth, October 18.

Capt. P. Dalrymple-Smith, Cleopatra in command and as Capt. F7, December 20.
Cdr. A. H. F. Wilks, Capt. of the Port Rosyth and OHM Rosyth and Cromarty, October 11. (Acting rank of captain before promotion on December 31).
Cdr. G. C. Kant, Diomedea in command, November 29.
Cdr. R. T. R. Phillips, Charybdis, December 12 and in command.
Lieut.-Cdr. S. M. Turner, Otus September 17 and in command.
Lieut.-Cdr. O. M. M. Wilson, Middleton, January 14 and in command.

'Great courage' of salvage team chief

FOR "great courage" following the crash of a twin-seat Sea Harrier, a member of the Royal Navy salvage team has been awarded the Queen's Commendation for Brave Conduct.

CPOAEM(W) Bill Davies was the senior weapons specialist in the team which arrived at the scene of the accident a few miles north of RN air station Yeovilton on February 7.

The ejection seats of the training aircraft had been cast forward of the main wreckage and were in a dangerous condition. The seat cartridges had been damaged by the heat of the explosion and fire which had followed impact and were themselves liable to explode.

In harrowing, testing and dangerous conditions and with total disregard for his own safety, Chief Davies thoroughly examined the cartridges on both



CPD Davies ... Queen's Commendation

seats and coolly rendered them safe.

On the day that LA Kevin Arnold was promoted to petty officer he also received the Royal Humane Society Award for rescuing two young civilian climbers lost and in difficulty on



PO Kevin Arnold ... Royal Humane Society Award.

Snowdon last December. Kevin, a member of the Resource and Initiative Training Section in HMS Daedalus, was leading a group of naval trainees at the time. He was presented with the award by the Captain of Daedalus, Capt Roger Moylan-Jones.

CENTENARY YEAR 1985

SSAFA says "thanks" and offers help.

"Thanks" for supporting SSAFA fund-raising events. The money helps maintain 1,100 Branches throughout the UK, staffed by volunteers who offer friendship, advice and practical help to Service and ex-Service families in need.

"Thanks" for contributing to the great Service and Regimental Benevolent Funds. Without the support of these funds, SSAFA could not operate. Without SSAFA, neither could they. Last year SSAFA paid out almost £1½m on their behalf, to those in real need.

Of course SSAFA's own funds were also used for grants – and for training our volunteers.

Getting the most from the State and elsewhere needs more than

well-meaning amateurs these days!

Please remember that SSAFA is close to your family back home. Whatever the problem, if you are worried and would like SSAFA to call round, tell us. We won't tell anyone else.

If you or your folks know of an ex-Service family who could do with a visit from their SSAFA friend, again please tell us. Help us to reach those who are either too proud to ask for "charity" or simply don't know that SSAFA exists to help them.

We don't rattle money bags too often. We do shop for the housebound, fill in forms, or just help fill the gap of loneliness.

We help meet the need, whatever it is. Thanks to YOU.



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27 Queen Anne's Gate, London SW1H 9BZ. Tel: 01-222 9221.

Austrian gold for fall girl Joanne



BRITISH women's parachute champion LWren Joanne Vaughan has added to her collection of prizes by being a member of the UK team which won the gold medal for accuracy parachuting at Graz, Austria.

The demanding contest required participants to land on a 5cm disc – roughly three times the size of a sixpence.

Joanne, pictured with her trophies, has come a long way since her first parachute descent four years ago when she landed in a tree. She has parachuted 1,100 times and through her sport has visited Florida, Germany, Belgium and France.

She joined the WRNS in 1979 and serves in HMS Wessex, HQ of the RNR's Solent Division.

Glowworm picture

A DRAWING of the action in which the destroyer HMS Glowworm was sunk after ramming the German heavy cruiser Hipper in 1940 has been presented to Weymouth Local History Museum by the former Dorset Royal Naval and Royal Marines Association.

The picture by local artist Douglas Milne includes a portrait of the Glowworm's commanding officer, Lieut.-Cdr. Roope VC. It was handed to the Mayor of Weymouth and Portland, Cdr. Peter Harvey, by the chairman of the Association, Mr. Sam Salford. Survivors of the Glowworm were among those present.

Farewell to Fred after 50 years of service

THE Royal Navy's most experienced nuclear, biological and chemical defence officer – Lieut.-Cdr Fred Symons – has finally hung up his respirator.

Fred, who joined the Navy as a boy seaman in 1935, entered the field of NBCD in 1955 when he was appointed

to HMS Ben Lomond, a biological trials ship. He retired from active service in 1965 and immediately

took up an appointment as assistant naval experimental officer at the Chemical Defence Establishment, Porton Down. He was promoted to NEO three years ago.

Fred has been succeeded at Porton by Cdr P. H. Carr. Two of the longest serving members of Porton Fleet Maintenance Group were given a warm send-off on their retirement. CPOs Frank Bateson and Joe Perry had between them served in the navy for 65 years. Of the two, Frank has spent 19 years and Joe 15 years in Porton FMG.

Derek Morter, a pilot with the Fleet Requirements and Direction Unit at RN air station Yeovilton, has retired after a flying career spanning 36 years. With several of his colleagues he made a final flypast over Yeovilton.

During his career he has led the now disbanded Blue Herons Aerobics Team and clocked up 9,000 flying hours, most of them in Hawkar Hunters.

One of the great characters of the RN Engineering College, Manadon, Mr. Reg Ellis, has retired after 22 years as wardroom hall porter. Mr. Ellis, an ex-Navy man who spent much of his war service in HMS Renown, was presented with a colour television set by the wardroom and a carriage clock by his civilian friends.



FLYING REUNION

CPOA(Phot) Ted Tierney in front of the camera when he received a flying visit from his brother, Royal Marine helicopter pilot Sgt Steve Tierney.

The opportunity came for the reunion when Steve, a member of 658 Squadron Army Air Corps at Netheravon, was exercising in Scotland and called in at RM Condor, Arbroath, where Ted is serving.

This picture was taken for the family album by LA(Phot) G. Wright before Ted was flown in Steve's Gazelle for a "Photex" of the area.

PEOPLE in the NEWS



Photographic exhibition

PHOTOGRAPHS of the Joint Services expedition to Brabant Island, spanning two years, are on show this month at the Pelling and Cross Showrooms in Manchester.

The pictures, taken in Antarctica by LA(Phot) Tim Hall of the Fleet Photographic Unit, were on show in London last month and during October and November will be at Pelling and Cross Bristol and Birmingham respectively.

They will return to London in December for a showing at Pelling and Cross, Baker Street.

From air ways to seaways

NAVY "fly boys" Lieut-Cdr Paul Raine and Malcolm Fuller have ditched their wings for a turn at the helm — as the Service's first air traffic controllers to have their own commands afloat.

Lieut-Cdr Raine (left) has taken over the island-class patrol vessel HMS Anglesey, while Lieut-Cdr Fuller (right) is now commanding officer of her sister ship, HMS Shetland. Both vessels are members of the Fishery Protection Squadron and based at Rosyth.

Paul and Malcolm are firm friends and their paths have crossed on many occasions, including a spell together in HMS Eagle.

Record-breakers at Royal Arthur ...

Hard to keep up with the Smiths

MR AND MRS Smith have helped HMS Royal Arthur to a record-breaking summer. PO(M) Nick Smith of HMS Arethusa and POWREN(R) Ruth Smith are the first husband and wife to complete the same POs' leadership course at the Wiltshire training establishment.

Not only that, but their three team-mates (pictured with them here) were all named Smith, too! Whether it was just coincidence or someone's cheeky sense of humour, it caused some record confusion — especially as one shared a Christian name with Nick and the remaining two were named Dave.

In full they are CPOWEA Dave Smith of HMS Neptune, LS(MW) Nick Smith of HMS Bronington and LSD(MW) Dave Smith of HMS Cochran.

Other records broken at Royal Arthur include a maximum score of 2,336 points on the notoriously difficult Black Mountains trek — the first time this has been achieved since the POs' course changed to a four-week syllabus two years ago.



Those responsible for the feat are RS John Renwick of FOST (team leader), POWEA Mac McKelvie of HMS Dolphin, LWEA Gillie Gliberton of HMS Nelson FMG, and LMEM Paddy Thornton of HMS Newcastle.

They were awarded the

Nottingham's Nelson touch

POP STAR Phyllis Nelson, whose recent song "Move Closer" reached No. 1, was a celebrity guest on board HMS Nottingham when the ship visited Newcastle.

Phyllis, who was appearing in a local night club, is pictured here in the doorway of the ship's Lynx helicopter with AB(S) Pete Elliott and WEM Emlyn Jones.

Other notable visitors to the ship included a trade delegation from the Chinese town, twinned with Newcastle; and the Lord Mayor of Newcastle, Cllr Ron Burgess.

On the last night of the Nottingham's visit the band of the 72nd Tyme Electrical Engineering Regiment — a TA unit — Beat Retreat on the flight deck.



Nigel's memoir wins £40 ...

AN AIDE memoir produced by LMA Nigel Hearnden of HMS Naied has been so helpful to medical officers carrying out diving medicals that it is now used throughout the Fleet.

Nigel, pictured here, received a cheque for £40 from the Herbert Lott Trust for the work he carried out while serving in HMS Vernon. He was presented with his prize by his present commanding officer, Cdr Bill Hutchison.

Sword awards at Manadon

QUEEN'S Sword for the best results obtained by an officer at RN Engineering College Manadon has this year been awarded to Lieut Jonathan Fry, who has completed a three-year degree course.

Lieut Fry, who was taking up a new appointment as marine engineer officer in HMS Battleaxe, was presented with the sword by the Chairman of the Engineering Council (Sir Francis Tombs) during Ceremonial Divisions on Graduation Day.

The British Aerospace Sword was presented by the Assistant Director of BAe (Mr Hugh Metcalf) to Sub-Lieut Brian Glennon. A new award, the sword is presented annually for the best results achieved by SD(E) officers on post-promotion courses at Manadon and the RN College, Greenwich.

New QARNNS on masse

AN UNUSUALLY large group of ten recruits to Queen Alexandra's Royal Naval Nursing Service have completed their basic training at HMS Raleigh. Five entered as probationary student nurses while the others came from National Health Service hospitals.

The ten are Jana Newton, Diane Knight, Stephanie Burge, Eileen O'Kane, Katherine Rodgers, Janet Stanley, Sandra Vinton, Rebecca Fordham, Fiona Richards and Katherine McCabe.

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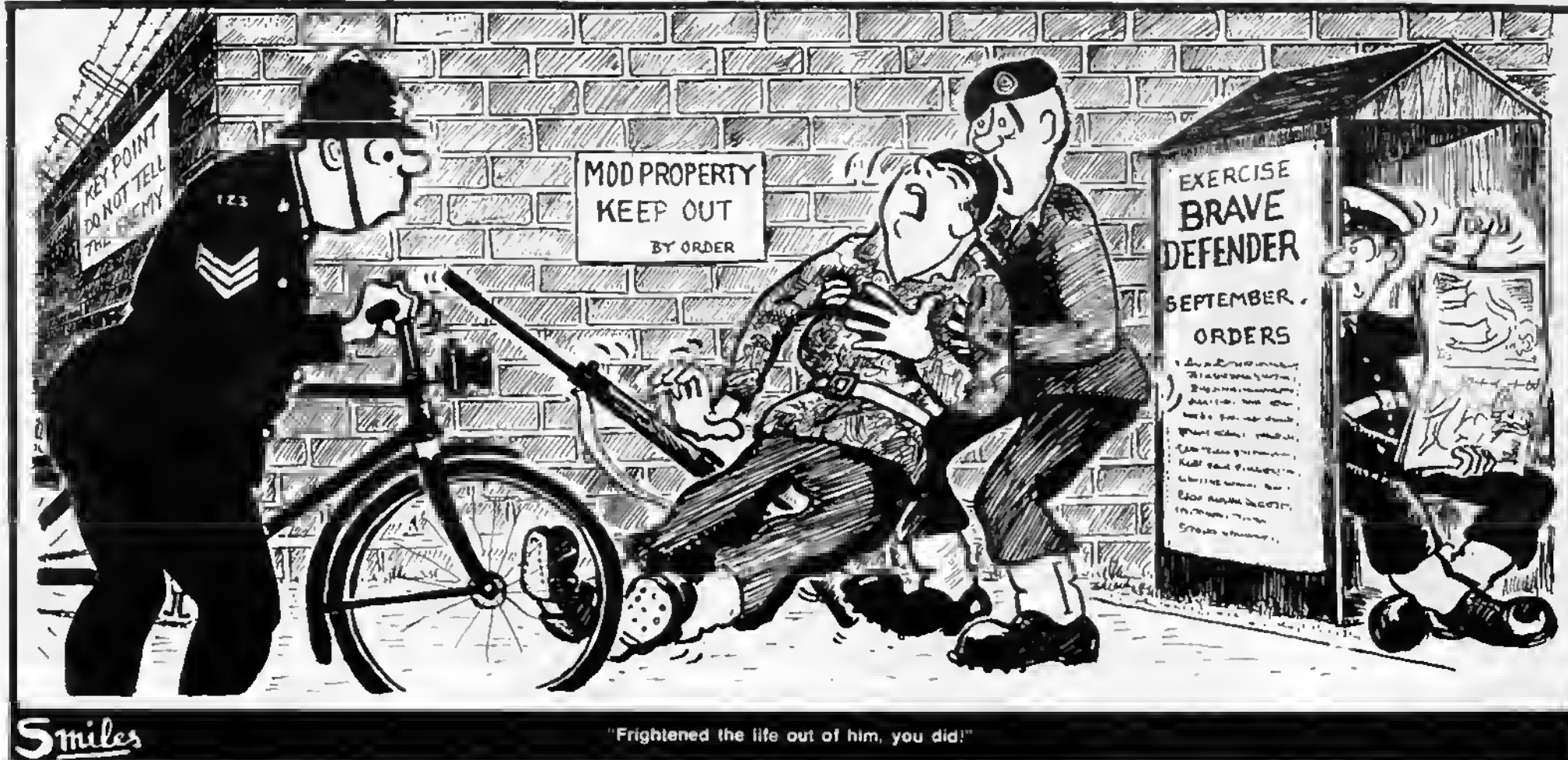
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Smiles

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NEWSVIEW

Improvements which provide good value

THIS YEAR'S report by the Armed Forces Pay Review Body advocated a number of worthwhile improvements in conditions of service and the removal of irritants "at relatively small cost."

Something which for a number of people has apparently been an irritant is the Fleet Chief/Warrant Officer title, although it is doubtful if this was one of the points in the forefront of AFPRB minds.

However, and belatedly some may think, the change announced will be welcome news and should clarify status queries and puzzlement over exactly when to use "Warrant Officer" and when "Fleet Chief." Those WOs operating in a Joint Service environment will greet the clarification keenly, and it should help too in introductions where the three Services congregate socially.

Inevitably, the new individual titles produce a fresh set of abbreviations, but doubtless they will soon slip off the tongue.

Certainly any such improvements — major or minor — are to be welcomed, one reason being their contribution towards retaining experienced men, a subject never far from management thoughts.

Time at home

While the retention situation varies between branches, a recurring theme is not simply the higher proportion of sea time, but its effect when combined with what is seen as insufficient time in the family home.

Contributing to this situation is what might be termed the Rosyth syndrome, particularly as it relates to Type 42s.

Recognising the increased importance of Scotland — both East and West coasts — in the general pattern of things, anything which can help compensate for separation problems which ensue is to be welcomed.

Facility improvements have already been made and continue, while suggestions are heard about things like more leave to compensate for increased travelling times, and whether a charter aircraft from Scotland to places down south is a possibility.

No doubt many improvements would cost cash. But if they help in avoiding the early loss of trained, experienced men, isn't there a strong case for saying it would represent money well spent?

New role for Chatham's old yard



AS DEVELOPMENT continues of the maritime Heritage area of Portsmouth Naval Base, the former dockyard at Chatham is also evolving as a major tourist attraction.

There they claim to have the largest concentration of ancient monuments and listed buildings in the country — 45 within an 80-acre site. The yard is also famous for having built, among many other vessels, HMS Victory.

Chatham Historic Dockyard Trust, which took over when the Royal Navy finally pulled out last year, is to spend millions of pounds creating what it calls a "living museum".

About half a million pounds has already gone on creating a new visitor centre which houses an audio-visual theatre and exhibition outlining the dockyard's history and plans for its future. But the bulk of the money will be spent over the next few years on the fabric of the yard.

Elegant houses

The workshops and store sheds, many of which date back to the 18th century, will be refurbished, and craft industries — preferably those with a maritime connection — will be encouraged to move into them. A dozen or so small firms have already set up business in the yard.

The flag loft is once again being used for making flags, and in the 1,100-foot long ropery, which is costing £3 million to restore, a firm is manufacturing rope the traditional way on machines which have been in use since 1811.

The Trust is hoping to provide facilities for

CREATING A LIVING MUSEUM



THIS magnificent timber-framed building at No.3 Slip of Chatham Historic Dockyard was completed in 1838. Top left, the figurehead of HMS Wellesley stands imposingly near the entrance to the colonnaded guardhouse.

specialist firms building replica and "tall" ships as well as the refurbishment and docking of ships, both historic and modern, along with modern boat building.

Elegant Georgian houses, once occupied by officers, are to be restored and offered for sale on a leasehold basis. Included also in plans is a small housing development.

Trust chairman and chief executive, Lieut-General Sir Stuart Pringle (former Commandant General Royal Marines) said that having visitors during "opening hours" and people working in the historic dockyard was not enough to create the sort of living museum they had in mind. "We also need people to live within the yard as people have always done."

As well as giving the Trust the freehold of the dockyard site, the Government is contributing £11.5 million, partly towards the cost of improvements and capital works needed to bring the yard back to life and partly as

investment for longer-term funding.

The Trust is also seeking money from private sources and charitable grants. Revenue from visitors will be ploughed back into refurbishment of yard buildings.

Chatham has been a town steeped in naval history from 1547 — when Henry VIII first stationed warships in what was known as "Jillingham Water."

The yard's gradual decline began after the Second World War and the decision to close it was made in 1981. Left behind, though, is a fascinating collection of buildings and artefacts charting Britain's rise as a seafaring nation.

● The yard is open this summer until November 2 for five days a week (Wednesday to Sunday), from 10am to 6pm. Admission is £1 adults, and 50p children and OAPs. Guided tours are available; car parking is free.

RHYL GOES WITH A BANG!



HMS RHYL has ended not with a whimper but with a bang...

This sequence of pictures show the sad but dramatic last moments of the Rothesay-class frigate, sunk by Plymouth Diving and Mine Clearance Team after she had been battered by guided missiles.

The picture on the left shows her low in the water after the missile firing practice 300 miles off Land's End. In the next frame the coup de grace is delivered by the explosives experts, and finally she heels over and slips from sight to her last resting place.

HMS Rhyll's career spanned three decades. Launched in 1959 by Lady Dorothy Macmillan, the Rhyll enjoyed a full life, including coverage of the Cyprus evacuation in 1974, a task as Belize guardship in 1980 and Gulf patrol duty in the following year.

REPRIEVE

Due for disposal in 1982, she was reprieved on the outbreak of the Falklands conflict and joined the Navy's task force. On her return she received the Freedom of the North Wales seaside town of Rhyll.

She finally paid off in October 1983.



Gulf ships in mercy dash



A Tudor lullaby on board the Golden Hind seems to be working during a visit to the reproduction ship by HMS Yarmouth's commanding officer (Cdr Turner) and members of the ship's company.

Picture: LA(Phot) Geoff Downer

HMS Yarmouth received a rousing farewell from Great Yarmouth when she made what was almost certainly her last visit to her affiliated town.

The Rothesay-class frigate, which began her career 25 years ago, is earmarked for deletion — so the finality of her call gave the activities an added edge. Highlight of the six-day visit was a parade through the town in which the ship's company exercised their right to the Freedom of the Borough bestowed on the frigate last year. Thousands of spectators lined the route to watch 200 officers and men march through the streets accompanied by the Band of the 5th Battalion The Royal Anglian Regiment.

Fond farewell for Yarmouth

Other features of the stay included calls on the Royal Naval Association, local hospitals, and "Grapevine" — the organisation that produces "talking newspapers" for the blind. The Mayor of Great Yarmouth was host at a dinner for former commanding officers of the ship, five of whom attended including Admiral Sir Anthony Morton. On a more casual note, the embarked Royal Marines detachment joined BBC Breakfast Time's Green Goddess for a televised work-out on the beach.

When the Yarmouth at last left, the ship's company took with them recollections of an outstanding visit, as well as a name for the frigate's Wasp helicopter. Local schoolchildren had entered a competition to name the aircraft with a flight in the Wasp as first prize. The winning suggestion was "Sting."

AN OVERNIGHT dash in monsoon conditions by HM ships Exeter and Charybdis brought medical help to a sick engineer on board a Taiwanese tanker.

The tanker's distress call had been intercepted by RFA Regent, exercising with the Gulf patrol warships in the Indian Ocean area.

When the Exeter and Charybdis neared the tanker's position their doctors (Surg. Lieut. Gwynne Howell and Surg. Lieut. Ian Suckling) were winched on board the vessel by Lynx helicopter. They gave the sick man emergency treatment to enable the tanker to head for Bombay and further treatment for him.

Meanwhile the Gulf ships have worked closely with the American, French and Omani navies, including an exchange of personnel with the French ship QM Anquetil, the nuclear cruiser USS California and the carrier USS Midway.

The Royal Navy ships visited Karachi and a secluded bay in Oman for a banyan. The Exeter spent five days in Bahrain and called at Colombo, Sri Lanka.

On the itinerary was a self-maintenance period for the ships in Mombasa, where a visit was planned by wives and girl friends.

Photo show

A DISPLAY of pictures taken by the Photographic Staff of HMS Heron, RN air station Yeovilton, will open at Brympton D'Everey House, near Yeovil on September 9. The exhibition, open daily from 2 pm to 6 pm except Thursdays and Fridays, ends on September 30.

CALEDONIA'S SWAN-SONG

AS HMS Caledonia prepares for closure at the end of the year, several "last events" are taking place at the Scottish artificer training establishment.

At the last-but-one passing out parade on August 10, the Caledonia Volunteer Band gave its final performance before being paid off. The band traces its origins back to 1937, and has been a popular attraction at local military and civilian events.

After the parade, the commanding officer of Caledonia (Cdr J. J. Price) praised the band's efforts and expressed sadness at its passing.

Another final thing is being conducted by apprentices taking part in "Twelfth Term Projects," end-of-course exercises

which benefit the community.

Their swan-song consists of two demanding schemes, one: group helping the National Trust in renovation work at Brodie Castle, and another working to restore locomotives for the Strathspey Railway at Aviemore.

The last Caledonia-trained artificer apprentices are expected to pass out on December 14. Any "old boys" or others interested in attending should contact the Captain's Office, HMS Caledonia, telephone (0383) 412121, ext. 2802.



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How Engadine helps squadrons prepare



Homing in on the mother ship... a Sea King HAS Mk 5 makes a deck landing on RFA Engadine. Picture: LA(Phot) A. Reekie.

RIGHT: A Lynx helicopter wheels away from mother ship Engadine.

BELOW: Taking the rough with the smooth... vertical replenishment practice in adverse conditions.



SHIP AND SQUADRON HAVE PLACE IN HISTORY

MENTION of the Engadine and 810 Naval Air Squadron recalls famous episodes of two world wars.

The present Royal Fleet Auxiliary vessel is the third holder of the name. First was a seaplane carrier, and it was one of her aircraft which on May 31, 1916, first spotted the German High Seas Fleet at sea, leading to the Battle of Jutland.

The squadron achieved fame in 1941 when the German battleship Blomark, killer of HMS Hood, might have escaped but for 810's Swordfish aircraft.

They achieved two torpedo hits on the Blomark, thus enabling the Fleet to intercept and sink her.

FOSTER THE FLEET

TO adapt the slogan of a famous alcoholic beverage, the Royal Navy has the benefit of a well-known product which "gets to the ports that air stations cannot reach."

It is the Engadine, which like her sister ships of the Royal Fleet Auxiliary, is largely civilian-manned and provides crucial back-up to the Fleet.

Completed in 1967 as a helicopter support ship, the Engadine has the advantage of being able to operate more than one aircraft at a time and plays a vital role in Royal Navy aviation life.

With her full facilities for servicing Sea Kings and Lynx — making her much in demand by embarked squadrons and others operating from nearby units during major Fleet exercises — her main task is to take helicopters, aircrew and maintainers to sea for operational training.

Welcome

For some it will be the first time at sea and far removed from the early experience of operating from a vast air station tarmac.

The Engadine is "mum" to all budding aircrew and her light deck is an especially welcome sight when, at the culmination of their training, they have to return over a featureless ocean from hours away at maximum range.

But the fortnight away does give the opportunity for a short visit to a foreign port. Oporto, Lisbon, Cádiz and Gibraltar are favourites, despite the crossing of the Bay of Biscay, which in the Engadine can be quite entertaining (if that is the appropriate word!).

Closely associated with the final training "polish-up" aboard the Engadine are 810 Naval Air Squadron (Sea Kings) and 702 Squadron (Lynx).

The first originated in 1933, and after involvement in famous operations of the Second World War, and later in the Korean War, was finally disbanded in 1960.

Culdrose

Two years ago it was commissioned as an operational flying training squadron for student pilots, observers, and aircrewmen, with Sea King Mark 5 aircraft. The task includes five weeks at sea in the Engadine.

Pilot training starts on Bulldog aircraft at RAF Leeming. From there the pilots go to 705 Squadron at Culdrose where, on successful completion of Basic Flying Training on Gazelle helicopters, they are awarded

wings. They then

mando or anti-submarine ASW pilots. 706 Squadron training to 810 up with their Here they learn landings, submarine delivery.

Observer training. Observer course. Jetstream aircraft. Culdrose. Training skills of airman telephony.

Students then both advanced ing. At the same time learns to apply Basic Flying 2 comfortable crew a Sea King. H equipment, in and the Tactics.

On completion the student is

Success at the training, where in the Engadine during AFT a passive and ac

From October involved pure leaving advance also based at

In aircrew spends two weeks based at Plymouth. acquaint sortie there he is doing flying training learns the principles, air traffic. Search and Rescue.

On successful aircrewman advanced flying operate both system of the

Completion of wings and training, where part of a crew passive sonar secondary role.

From October observers, with training with

For aircrew the Lynx as Squadron which

About half Portland are s with shiny ne and observers are converted aircraft types.

The maintenance variety of base training through maintenance to produce the front-line Lynx.

For aircrew sections, culminating pilot / observer then carry out preceding the training in a vital part.

Sea helicopter trainees for flying at sea

FROM MUM TO EDGLINGS

en specialise in either Com-

submarine skills, convert to the Sea King in and then go for operational Squadron, where they team observers in the Engadine, learn the techniques of deck

marine hunting and weapon training begins with the Basic

carried out on fixed-wing

raft of 750 Squadron at

three observers learn the basic

ship, navigation and radio

en go to 810 Squadron for

and operational flying train-

advanced stage, the student

the knowledge gained from

Training to the rather less

environment in the back seat of

he also learns to operate new

cluding Sea Searcher radar

al Air Navigation System,

on of advanced flying training

awarded his wings.

his stage leads to operational

the student, now embarked

ee, uses the knowledge gained

o fight the aircraft in both

itive anti-submarine roles.

er, 810 Squadron will become

The co-operation of Capt. B. A. Seymour, his officers and crew is vital in achieving the comprehensive flying programmes of the Engadine. Her complement is about 100, a quarter of them RN personnel.

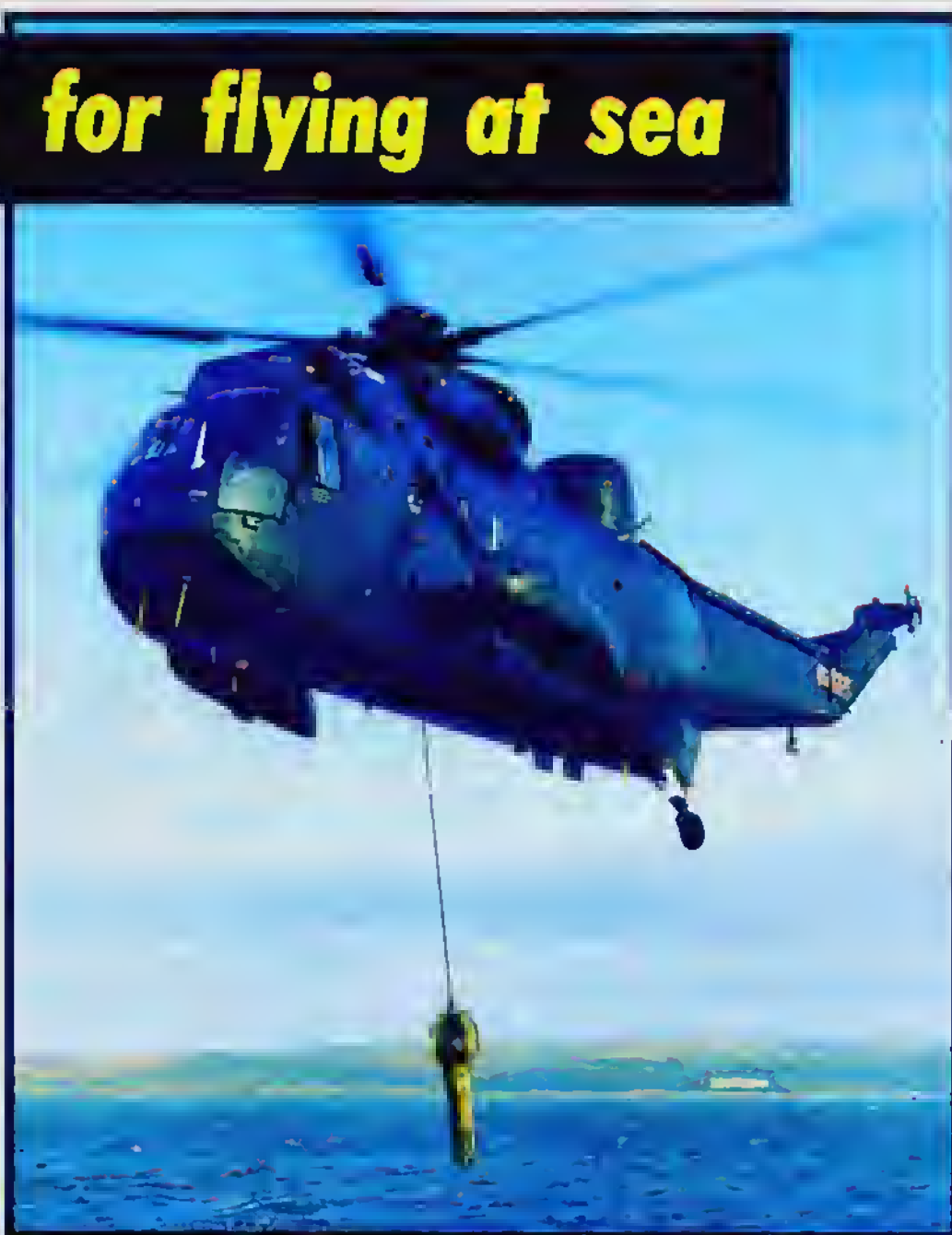
After weeks of intensive activities, the end result is that crews have been fully prepared for the front line, thanks to 'the old girl' Engadine, which in all her roles since first commissioning now has 34,500 deck landings to her credit.

● The Engadine is due for eventual replacement — now expected in 1987 — by the 18,000-ton Contender Bezant, at present being converted in Belfast to be a flying training ship and to become RFA Argus.

RIGHT: A Sea King dunks her sonar on an anti-submarine sortie.

Picture: LA(Phot) A. Roekie.

BELOW: Vertical replenishment practice from the Engadine.



plymouth

than training, the student

weeks with Britannia Flight

mouth, where he flies air

s in Chipmunk aircraft. From

rafted to Culdrose for basic

with 706 Squadron. Here he

principles of navigation, meteor-

control, communications and

rescue.

Full completion of BFT,

o to 810 Squadron for ad-

training and are taught to

the passive and active sonar



AT YOUR LEISURE

Author's flag for museum

BATTLE ensign of the wartime destroyer HMS Virago has found its final resting place after being used for the last time — in the committal to sea of the ashes of author Stanley Bonnett.

The flag was Stanley's treasured possession until he died at the age of 60. After the funeral it was presented to the Royal Naval Museum of Portsmouth, whose director (Capt Raymond Parsons) is pictured here receiving the ensign from Stanley Bonnett's daughter,

21-year-old Joanne of Phoenix, Arizona.

Stanley, a telegraphist in the Virago during the Second World War, became well known for his naval books including "Jump Boy Jump" about his experiences on the Russian convoys, and "The Price of Admiralty" — a critical study of historic conflicts



between the top brass and lower deck.

During his career in journalism he worked for several newspapers, includ-

ing the Daily Mail and Daily Mirror.

It remains a mystery as to how Stanley acquired the flag, worn by the Virago

during her exploits which included the despatch of the German battle-cruiser Schemhorst.

Picture: PO(Phot) Mac McBarren.

Odyssey of Stan Smith

WOUNDED in battle, involvement in riots, revolutions, and escape from a prison hell, is ample justification for Stan Smith to join the "I remember brigade" of life-story authors.

His *Sea of Memories* reveals about as many adventures as it is possible to pack into 29 years with the Royal Navy.

At Jutland a shell hit the gun he was manning, and all his mates were killed. Some of his shin went in the bang, and he lived ever after with a silver-plate "damage control." Before the First World War ended he managed a spell in the famous Q ships, and then it was off to the "peaceful" Mediterranean, where his ship, HMS Emperor of India, sailed through the Dardanelles to try to stop the massacre of the Armenians by the Turks.

Aged only 18, he witnessed scenes of horror and violence before his dud leg got another knock and put him into hospital for a while.

'BLACK HOLE'

Then, answering a call for volunteers for an expedition to Enzeli on the Caspian Sea, he found himself under the command of Bruce Fraser (later Admiral).

The party was ambushed by bandits in the foothills of the Caucasus Mountains and were later made prisoners of the Bolsheviks.

In the "Black Hole of Baku" jail the British prisoners were forced to witness massacres of men and women, committed with unbelievable savagery.

Cdr. Fraser held them together as a disciplined party as they slowly starved to skin and bone, but eventually they were released, only 12 of the original 29 living to tell the tale.

That perhaps should have been enough. But no. He volunteered again, this time to join an expedition into the remotest heart of the Amazon jungle in search of the lost explorer, Colonel Fawcett.

Stan is now 86, and he owes his book to the help given by fellow Beccles resident Tony Clarke, a former Navy News assistant editor who transcribed the reminiscences from tapes to compile the book.

"Sea of memories" is published by Spellmount (price £6.50).

BOOKS IN BRIEF

QE2 by Ronald Warwick and William Flayhart III with a foreword by the Duke of Edinburgh. Lavishly illustrated, glossy issue on the history of the great liner, published by W.W. Norton (price £17.95).

The United States Navy and Coast Guard, 1946-1983 by Myron J. Smith Jr., distributed in Britain by Bailey Bros and Swinfen, Folkestone (price £59.95). A phenomenally costly bibliography of English language works and 16mm films.

1943 — The Victory That Never Was by John Grigg, published by Methuen (price £2.50). Paperback edition of a work, first published five years ago, which argues that the Allies could have shortened the war by a year had they been bolder in 1943.

The Autobiography of Arthur Ransome, published

by Century (price £4.95). New edition in paperback of the absorbing life-story of the "Swallows and Amazons" author. First published in 1976, *Conquistadores* by Bob Langley, published by John Murray (price £9.95). HMS Endurance is one of the characters in this thriller by BBC TV's "Pebble Mill" presenter about the clandestine build-up for the Falklands war.

The Corvette by Richard Woodman, published by John Murray (price £8.95). Fifth novel concerning Napoleonic sea hero Nathaniel Drinkwater. In this adventure a routine convoy duty leads to treachery, drama and violent action in the Arctic.

Prisoner of Nemesis by David Dewhurst, published by United Writers (price £7.95). Mr Dewhurst, a former Royal Navy rating, draws on his experiences for this tale of a young man's problems inside and outside the Service.

Malta: Key to the secret war

MALTA's vital role in Britain's victory in the Mediterranean is well known. But the true importance of the George Cross island to the whole Allied war effort has gone unrecognised for decades.

Ernie Bradford puts on record Malta's secret war as part of *Siege: Malta 1940-1943*. He uses new research to show how Malta was one of the prime sites in the British code-cracking operation named Ultra

follow-up to that earlier, compelling history.

"*Siege: Malta 1940-1943*" is published by Hamish Hamilton (price £12.95).

Colourful untruths

ONE of the publications that led the field in modern magazine techniques was Hitler's wartime propaganda periodical *Signal*. For all its lying and hypocrisy, *Signal* was effective, clever and lavishly illustrated with colour photographs, providing a fascinating documentary history of Europe under the Nazis.

Particularly interesting is how the Nazis used words and pictures in an attempt to turn every event to their own favour. Especially cynical is a caption under a picture of Hitler and Mussolini together; it describes them as "the founders of a new and happier Europe".

Now *The Best of Signal*, edited by S.L. Mayer, is published in English by Hamlyn (price £11.95).

The island and Cairo were the two main centres for reception of information which was passed on to the top-secret Ultra HQ at Bletchley Park.

While the Axis pounded Malta from the air, and the threat of starvation and invasion ebbed and flowed, dozens of men and women passed the whole war in the island's underground tunnels, earphones clamped to their heads, listening in at the intercept stations.

In a sense this account of Malta's battles by sea and air, and the fortitude of her defenders and citizens under 24-hour attack for months on end, is a sequel.

Ernie Bradford has already won fame with his account of "The Great Siege" of Malta in the 16th Century; but unlike so many sequels of other kinds, "Siege: Malta" is a worthy

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Moronic humour

ADMIRERS of the classical apigram and the sly dig may be disappointed by two comic bawling rams released by the RNFC on 16mm this month. The humour in *Morons From Outer Space* seldom gets more subtle than Mel Smith sneezing inside his space helmet, while the tone of the non-stop stream of gags in *Police Academy 2* will be familiar to all those who saw *Police Academy 1*.

However, both films make up in sheer energy and cheek what they lack in refinement. Quite a contrast to *The Little Drummer Girl*, one of John Le Carré's icy labyrinthine spy plots of triple bluff and quadruple cross.

Into the Night is the latest film from John Lendle, maker of *The Blues Brothers* and *Treading Pieces*. For its first half-hour, it deliberately keeps the audience guessing as to exactly what sort of picture it is, before finally settling down to be as neat and

satisfying a comedy-thriller as has been seen since Hitchcock's heyday.

In a time of spiralling production costs, the 45 million dollar budget of *The Cotton Club* made even Hollywood's bankers gulp. A long absorbing avocation of the roaring 20s, it recreates the famous Harlem nightclub of the title and the gallery of hoodlums, tleppers and jazz musicians.

On video, a complementary view of prohibition-era gangsterdom is provided by *Once Upon a Time in America*, an even longer (220 mins), even more bullet and blood-spattered tale of tough guys warring for control of their territories.

As a relief from all this trans-Atlantic mayhem, 49th *Parallel* is a very British endeavour indeed — deliberately so. Made during the second world war, it tells of a stranded Nazi submarine crew trying to cross Canada into then-neutral USA.

Those were the days when films were customarily in black and white. Now, of course, colour is used almost automatically, and the art of black and white photography is in danger of being lost.

An unlikely champion of monochrome, comedian Woody Allen has actually gone to the extent of buying a processing lab in Rome, where the prints of all his films are run off and where his technicians can ensure quality control.

A recent Allen film, *Broadway Danny Rose*, is now released on video. Danny is a small-time theatrical agent with a bizarre list of clients and a never-ending streak of rotten luck. Clearly, such a loser could never aspire to glorious Technicolor.

Bob Baker

LEGEND OF THE IMMORTAL 'PEPPERPOT'

HMS *PENELOPE* earned a place as one of the most famous of Britain's Second World War cruisers. Before she was eventually sunk by torpedoes in 1944 — the last Royal Navy cruiser to be lost — she had built up a reputation for indestructibility.

So scarred was she by the pounding she received in and around Malta that she became known affectionately as *HMS Pepperpot* — the nickname used as the title of a new history of the ship by one of her former sailors, Ed Gordon.

She was involved in a classic sea fight to protect a Mediterranean

convoy against a marauding Italian battleship, an action which inspired C. S. Forester's novel *'The Ship'*; she became a Royal favourite, the young Princess Elizabeth delighting in the story of the cruiser as told to her by an equerry who was a former commander in the vessel.

In all *'Pepperpot'* had a hand in sinking 23 enemy ships. And though she now lies at the bottom of the Med with more than 400 of her complement, she has attained immortality.

It could easily have been a different story...

But for the hunch of an engineer officer, the *Penelope's* career would have been nipped in the bud, ending

ignominiously when she struck uncharted rocks off Norway in 1940.

Such was the damage that within a short time more than half the ship was waterlogged, most of her oil fuel had been flooded and her engines were dead. Her commanding officer at the time, Capt Gerald Yates, gave the orders to prepare to scuffia and abandon ship.

Fortunately the Engineer Officer (Cdr James Best) hit on an unconventional idea to save the ship. On his advice it was decided to get the ship underway by using an undamaged engine-boller unit, although the star-board engine was out of action.

Ed Gordon writes: "Although

Penelope had a chance of being saved, because of the new method of housing the main machinery in units instead of separately (boller - rooms forward of the engine - rooms), the design had, unfortunately for Cdr Best, sited the evaporators (for distilling sea-water into boiler feed) in the flooded unit.

"Because of the damage to the tanks, there was only a small quantity of boiler feed remaining. And so the only alternative was to use sea-water — a horrifying experience for a marina engineer in charge of sophisticated steam-turbine machinery. As far as Cdr Best knew, it had never before been attempted in

the Royal Navy."

However, the plan worked. The destroyer HMS *Eskimo* succeeded in pulling the cruiser clear and in rough seas the *Penelope* limped painfully to safety.

Saved by one man's refusal to accept the seemingly inevitable, she grew to be a legend, and Ed Gordon's well-researched, gripping account of her life and death is a fitting tribute. For Mr Gordon, a journalist for more than 30 years after the war, the writing of this work has obviously been a labour of love.

'HMS Pepperpot — The Penelope in World War Two' is published by Robert Hale (price £10.95).

Dashing into harm's way...

"I WISH to have no connection with any ship that does not sail fast for I intend to go in harm's way," declared American naval hero John Paul Jones during the War of Independence.

More than 200 years later, yachtsman Geoffrey Hobday has turned to Jones's iron words to provide the title for his personal account of actions fought by the expendable motor boats of Britain's Coastal Forces in the Second World War.

'In Harm's Way' is an action-packed, true-life adventure story spanning the North Sea, English Channel and Mediterranean in 1940-44.

Vulnerable

Mr Hobday, who as an RNVR officer reached the rank of lieutenant-commander and gained the Distinguished Service Cross, captained motor launches, gunboats and torpedo boats in some of the most dangerous waters of wartime Europe.

Although fast and manoeuvrable, the vessels of the *'Mosquito Fleet'* as Churchill dubbed the Coastal Forces, were frighteningly vulnerable to almost everything the enemy used against them.

Attacked by bombs, shore weapons, mines and other surface vessels, Hobday and his colleagues darted into danger to raid, sink, support and escort.

Partisans

By 1944 he had lost many of his friends and had come near to death himself. In the North Sea at night, his boat worked so close inshore that he could hear the enemy talking and joking on the strand; he escaped from a raid on Bizerta while under fire from the Afrika Corps' deadly 88mm guns; he was involved in the Salerno operation in Italy and later the ill-fated campaign to seize the Dodecanese Islands. Latterly in the Med he

undertook cut-and-thrust raids in the Adriatic in support of Tito's Yugoslav partisans.

But after all this, the first time he came face to face with his enemy was back in the North Sea in September 1944.

Hobday, in command of MTB 725, picked up signals which indicated that there had been an action resulting in the sinking of a British MTB and German E-boats.

He set off in the fog in search of survivors, ignoring orders to return from his mission of mercy. After 11 hours MTB 725 sighted rubber rafts piled up with German sailors, many of them wounded.

Among them was Kapitänleutnant Karl Müller, holder of the Knight's Cross and one of Germany's E-boat ace flotilla leaders — "as tough and as chivalrous as they make them," writes the author.

Friendship

"When he saluted me and formally introduced himself (he spoke fluent English and proved to be an anglophile), I realised I had caught a very big fish indeed; but I didn't know that our meeting was to be the start of a deep friendship that endures to this day.

"Since the war Karl and I have met frequently both in England and Germany, staying



The author as an RNVR lieutenant in the Mediterranean.

in each other's homes, and more recently exchanging visits between Germany and New Zealand."

It was one of those strange yet warming incidents when enemies in arms who, buttressed in their hearts against the savagery of war, become brothers in arms through their mutual respect and humanity — a humanity which shines continually through Mr Hobday's riveting story of courage and sacrifice.

As reported in last month's Navy News, many distinguished guests attended a reception on board HMS *Bellast* to mark the launch of the book. Karl Müller was among them.

'In Harm's Way' is published by the Imperial War Museum (price £9.95) and carries a foreword by the Duke of Edinburgh.

Durham lad's ditty

THE recollections of Tom Robson, chairman of Newton Aycliffe branch of the Royal Naval Association, have been published under the title *A Lad from Durham* and are offered at a special rate to RNA members.

Tom joined the Navy after the war and his reminiscences form a chronicle told with that profound loyalty of the dedicated matelot.

The volume, priced at £7.75, is offered to RNA members with a 25 per cent reduction if ordered direct from the publishers — Anchor Publications, F3 Ash Grove Trading Park, Bognor Regis, West Sussex, from whom a form can be obtained.



Ships of the *'Mosquito Fleet'* — In this case the 19th MGB Flotilla — leave Algiers in April 1943 (one of the illustrations from *'In Harm's Way'* by Geoffrey Hobday).

Epic story of the merchant cruisers

LIKE fellow writer Ludovic Kennedy, Kenneth Poolman's father served in an armed merchant cruiser during the Second World War and experienced the destruction of his ship.

But unlike his contemporary — Capt Edward Kennedy of the *Rawalpindi* — Sub-Lieut (E) Bert Poolman survived the sinking of his vessel, the *Salopian*.

In *Armed Merchant Cruisers — Their Epic Story*, Kenneth Poolman includes his father's story, telling as dispassionately as possible of Bert Poolman's narrow escape from his torpedoed ship, and dedicating the book to his memory.

The AMCs, always outgunned and in the midst of danger, provide some of the most remarkable tales of courage at sea. As well as tracing the history of the British armed merchant cruiser from its beginnings — with HMS *Hecla* in 1876, Mr Poolman records, from first-hand accounts of survivors, the heroic actions of such ships as the *Rawalpindi* and *Jervis Bay*.

CERTAIN DEATH

Early in the war they steamed into certain death by taking on single-handed the German battle-cruisers *Scharnhorst* and *Gneisenau* (in the case of *Rawalpindi*) and the pocket battleship Admiral von Scheer (*Jervis Bay*).

By the brave action of the captains and crews of those

AMCs, the battleships were delayed in their destructive missions and many more British merchantmen escaped than if Capt Kennedy of the *Rawalpindi* and Fegen of the

Jervis Bay had not fought their hopeless battles.

'Armed Merchant Cruisers' is published by Leo Cooper in association with Secker and Warburg (price £14.95).

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Andrew's good intent

THIS banger breakfast was served up Navy-style for Ser Scout Andrew Holland, whose two nights in a tent were expected to raise £400 towards an RNLI inflatable lifeboat and Sea Scout funds.

Andrew, whose sponsored sojourn took place in the garden of his invertebrate home, was supported by the leader of the 40th Fife (Rear) Scout Group, CPO John Sherwood (he's the one dishing up the sausages).

Chief Sherwood is serving in the Fleet Maintenance Group of Rear, while Andrew's father is POSTD George Holland in HMS Yarmouth.



Picture: LA(Phot) Jon Garthwaite.

Services mark anniversary of VJ Day

SERVICES were held in many places throughout the country to mark the 40th anniversary of VJ Day — the end of the Far East campaign and the Second World War.

These included events at Plymouth, Portsmouth, Guildford and Maidstone, while at the Imperial War Museum in London a VJ Day reception was held with a gathering of Far East veterans and Countess Mountbatten of Burma as guest of honour.

A display of material relating to VJ Day will continue there until the end of the year.

Meanwhile, a group of war widows laid flowers on the

Cenotaph in Whitehall.

At Plymouth nearly 2,000 people, including ex-Far East prisoners-of-war, widows, families and members of the Forces, packed St Andrew's Church for a service. Among them were survivors from HM ships Prince of Wales, Repulse, Exeter, Thracian and others.

A Royal Marines Band took part, and silence was observed for fallen comrades.

Outside the church, Plymouth's Lord Mayor (Cllr. John Mills) laid the first spadeful of earth round a memorial ash. Among former prisoners-of-war who took part in the tree planting was Admiral Sir Frank Twiss.

Senior Armed Forces representatives at the service included the Flag Officer Plymouth (Vice-Admiral R. W. F. Gerken), who was also present when hundreds of families and war veterans thronged Plymouth Hoe for a parade. More than 25 veterans' groups were represented, and there was a march past of bands and military vehicles.

At Portsmouth, ex-Service organisations were represented at a service at the War Memorial in Guildhall Square and many wreaths were laid.

A number of veterans visited the naval memorial at Chatham where wreaths were also laid. Etched deep in the memory of all at these events were the relatives, comrades and shipmates of those years, the terrible conditions in which many fought and died, and the horrors of prisoner-of-war life.

Later in the year, around Remembrance Day, there is a planned trip to the Far East for a number of war widows, veterans and ex-prisoners of war to pay tribute to the fallen.

Osborne plaque

COUNTRESS Mountbatten of Burma unveiled a memorial plaque in the grounds of Osborne House, Isle of Wight, to commemorate the Royal Naval College where cadets were trained from 1903-21 — including Lord Louis Mountbatten.

Guests included the Marquess of Milford Haven, Lord Ivar Mountbatten, Vice-Admiral R. R. Squires, and Rear-Admirals J. P. Barker, J. L. Blackham, O. St J. Steiner and J. R. Hill.

CTC visit by ex-Wrens

EXETER Branch of the Association of Wrens visited the Royal Marines Commando Training Centre at Lympstone. They were present at a King's Squad Pass Out for Duty Parade and were shown unarmed combat training.

They were also presented with a CTCRM plaque by the WRNS unit officer, Second Officer Joanna Worthington.

Osprey party nets £2,000

A COCKTAIL party at HMS Osprey in aid of King George's Fund for Sailors raised £2,000. Rear-Admiral Michael Livesay, Flag Officer Sea Training, presented the star prize — a mammoth bottle of whisky — to the draw winner, Col James Aeland. The party was organised by the lady members of the KGFS's focal committee.

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Blooming good show!

IF the sun played truant in the UK this summer bad weather did not deter shipmates of Ipswich from producing a profusion of flowers in their gardens in time for the "Blooming Ipswich" contest.

With gardens ablaze with colour and homes bedecked with tubs and floral baskets, Ipswich won a well-deserved "first" in the eastern region of the contest, with hopes now high of bettering last year's placing, when they were voted third in the national contest.

This burst of floral colour and local pride was well supported by members of Ipswich branch. Helped by members of other ex-service associations, shipmates transformed the canopy of the Odeon cinema with a beautiful floral display commemorating VE and VJ Day.

Commended

The branch were especially proud when Shipmate Fred Smith's garden won a special commendation. And thanks to Fred, there was a letter of thanks from Ipswich Council for Shipmate Bert Hemming, national council member, No.5 Area, who transformed Bert's garden with baskets and tubs of flowers, craftily implying that its owner was also an ace gardener!

As is the custom on Trinity Sunday (June 2), the elder brethren of Trinity House, with

Branch news

representatives of the lighthouse and pilotage services and civic heads, gather at St Nicholas's Church, Harwich, for a special service.

To honour this occasion shipmates of Harwich donated a new White Ensign to the church, which was presented at the service on behalf of the branch by Shipmate F. Churches, the standard bearer. A Red Ensign, donated by Sealink (UK) Ltd, was presented by the branch welfare officer, Shipmate J. Gorham.

Vice-Admiral Sir Anthony Tippet, Chief of Fleet Support, took the salute at the march-past following the dedication of Braunton standard on June 2. The parade, led by the band of the Royal Marines, Lympstone, included over 20 standards, many from No. 4 Area.

After the service in St Brannock's Church, a get-together in the Barnstaple Motel celebrated the dedication of the standard, which took place on the first anniversary of the commissioning of the branch.

Shipmates of Brighton and Hove enjoyed an outing to HMS Excellent and a visit to old friends at the RNA Club, Portsmouth. At Excellent,

branch secretary Shipmate Vera Robinson was able to see a picture of her grandfather, ex-CPO Thomas Huntley Wood, who served there and achieved fame as the sailor whose face once adorned cigarette packets and advertising hoardings.

War-time shipmates of George Locker, an ex-Royal Marine and member of St Austell branch, will be sad to know he is now a patient in Mount Edgcombe Hospice, St Austell. George was a Japanese prisoner-of-war for over three years in Palembang Camp in Sumatra. He served in HMS Norfolk and is a survivor of HMS Exeter, and word has it that it would cheer him up a lot to hear from his war-time shipmates.

Flag Day

Sterling efforts by shipmates of Shrewsbury, who held a Flag Day on July 6, raised £530.50 for King George's Fund for Sailors.

VE Day was well celebrated by shipmates of Deeside with a big attendance in the club in the evening — and not surprisingly, with beer and spirits at 25p a time! The club also entertained a party of submariners from HMS Sovereign and send their thanks to the Liverpool based Sod's Opera — "The Submariners" — for providing wonderful entertainment.

Over 20 standards from south London branches, including that of No. 1 Area, paraded at



'POOL PICS

Photo call at Capenhurst as members of the ship's company of HMS Liverpool present mementoes of their visit — pictures of the Liverpool — to Shipmate Ron Taylor (chairman), Shipmate Margaret Shaw-Reynolds (secretary), and Shipmate Ted Reynolds (treasurer). A warm welcome was also extended by the branch to members of the ship's company of HMS Broadwood when the ship visited Birkenhead.

Christ Church, Copse Hill, West Wimbledon for the dedication of the new Mitcham, Morden and Wimbledon standard.

At the service, the former standard of Mitcham and the defunct standard of Wimbledon were laid up, buglers from TS Trafalgar sounding the Last Post and Reveille.

There was a packed church for the service conducted by the vicar, the Rev. Victor Read, the honorary branch chaplain, those present including the Mayor and Mayoress, the General Secretary of the Association, Capt Don Beadle, and members of the Nelson Society.

At the parade which followed, the salute was taken by the Mayor. The marchers set out from the church to Wimbledon War Memorial, led by the Sea Cadet band of TS Trafalgar.

Members of Malling (Hamhill) branch meet at Malling Town Working Men's Club on the second Thursday of the month and are considering a "stand easy" on the fourth Thursday when shipmates can "swing the lamp" in the bar.

Gravesend celebrated VE Day in style, welcoming visitors from other branches and ex-service associations and ending the day with music and dance.

The visitors were provided with some delicious eats, including barbecued steaks and lamb, by Shipmate Mike Hicks, who happens to be a local butcher. Before the evening ended Shipmate Midge Earnshaw, the branch secretary, was presented with a scroll of the poem "What is a Matelot", by its author, Shipmate Dave Eames.

There was occasion for rejoicing at Capenhurst when life membership was bestowed on Shipmates Al Morton (president), Vic Jones (vice-chairman), and Ted Reynolds (treasurer), for services to the

branch. The awards were presented by Capt Jim Rayner, Assistant Secretary of the Association.

Since Nartan Fitzwarren commissioned in February they have doubled their membership and had a good turn out for their inaugural ball. The occasion also marked the first civic engagement of the new Mayor of Taunton, who attended.

Shipmates of Bridport have enjoyed a busy social programme, kicking off with a ladies night, then a ceremonial launching of the president's barge, a games night, a barbecue and a visit to the Royal Tournament. More events are planned.

OBITUARY

Shipmate Bernard Wilson, Burnley & Pendle, July 19, aged 69.
Shipmate Alun Clarke, Braunton, June 2, aged 60.

Shipmate J.T. Metson, founder member Aldershot (1960), member Farnham, July 21, aged 71.

Shipmate W. Lubbock, Clomer, July 16.
Shipmate Bob Moody, deputy standard bearer, Gateshead, May 30, aged 57.

Shipmate Bernard Simpson, founder member Chester, aged 61.
Shipmate Henry George Satterfield, Sittingbourne, July 9, aged 85.

Shipmate Bob "Geordia" Fraser, Stone, ex-HMS Repulse, July 15, aged 65.

Aussies help to keep up standard

THE parade of standards at the Royal Tournament at Earls Court on July 27 left no doubt that the Association can match the best when it comes to ceremonial.

Led by the national standard carried by Shipmate Bill Carruthers, the impressive turn-out of 150 standards included, for the first time, one from Australia.

The Geelong No 1 Australia branch standard was paraded by Shipmate Bunny Austin, the branch standard bearer, who was on holiday in the UK and visiting the Royal Tournament for the first time.

MODEL GUN

President Vice-Admiral Sir Ernle Pope, attending the parade, presented an RNA trophy — a scale model of a field gun — to the Field Gun battery commander. It was donated by British Navy Pussers Rum.

Away from the arena the RNA publicity stand with its superb visual and graphic displays masterminded by Shipmate Denis Osborne, of the Exhibitions and Publications Department of Public Relations (Navy), attracted many visitors.

Throughout the tournament the stand was manned by a team of volunteer shipmates from many areas, directed by Shipmate Dennis Judge, national council member, No. 1 Area.



AYR'S BIG DAY

FROM over the border, a sea of smiling faces as the Lord Lieutenant of Ayrshire, Col Bryce Knox, and his able assistant, Shipmate Joe Riley, chairman of the national council, cut the traditional cake at the commissioning of Ayr and Prestwick branch.

Witnessing the ceremony are Cdr Ian McKechnie, commanding officer of HMS Gannet, and Councillor Ellen Wycliff (right).

Later, Capt John Gower RN (retd), was elected branch president and Cdr Brian Clark, vice-president. The committee, chaired by Shipmate Tom McKay, was confirmed in office.

Motion lost

THE motion proposed by Bletchley at the 1985 conference — that no associate member be eligible to compete in the national standard bearers' competition — failed under the voting rules, rather than being defeated, as described in the July edition Navy News.

Voting was 106 in favour and 64 against, with four abstentions, so the motion was lost because it did not achieve the 116 votes in favour needed by the two-thirds rule.

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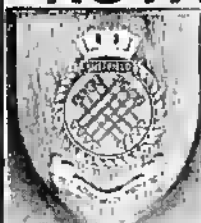
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How to book for Marines concert

THE Royal Marines have announced booking details for the Mountbatten Festival of Music to be held in the Royal Albert Hall on Wednesday February 12 and Thursday February 13 next year.

Prices are: Stalls £8, arena £6, middle orchestra £5, upper orchestra £4, balcony £4, £3 and £2. Loggia (10 seats a box) is priced at £90, and second tier (five seats a box) at £45.

Due to heavy demand for tickets it has been necessary in the past to go to ballot for all boxes and seats which become over-subscribed. To avoid disappointment, patrons are advised to specify alternative seating when ordering seats of £5 or over.

Postal applications received on or before November 18 will be accepted and, if necessary, enter the ballot. Telephone applications will not be accepted before December 2.

The Royal Marines Concert office will be open from November 18 at Room 113, Archway Block South, Dept. of CGRM, Ministry of Defence, Old Admiralty Building, Whitehall, London, SW1A 2BE (Tel: 01-218-3955).

Cheques and postal orders should be crossed and made payable to "The Royal Marines Concert Fund." A stamped, addressed envelope should be enclosed for return of tickets.



Devonport's victorious Field Gun crew march through Plymouth and (Inset) the Inter-Command Cup displayed from the Town Hall balcony by PO(M) Moloney (left) of the A crew and AB(S) Bond of the B crew.

Guzz goes great guns

DEVONPORT won all but one of the trophies in the Inter-Command Field Gun Competition during the Royal Tournament at Earls Court.

Running against the Fleet Air Arm and Portsmouth, they took the Inter-Command Challenge Cup, the Aggregate Time Cup, the Pusser's Rum Trophy for incurring the least time penalties, and the Copenhagen Cup for B crews.

On July 30 the Devonport crew paraded through Plymouth with their trophies, the Lord Mayor (Cllr John Mills) taking the salute. At Gosport the Fleet Air Arm team exercised their Freedom of the Borough in a similar way with the Fastest Time Cup which they won with a run of 2 mins 42.64 secs.

The FAA parade included the Volunteer Band and other elements from HMS Daedalus. The salute was taken by the

Mayor, Cllr Don Lucas, accompanied by the commanding officer of Daedalus, Capt Roger Moylan-Jones.

Full results of the competition: Inter-Command Challenge Cup — Devonport 25 pts, Portsmouth and FAA 23. Aggregate Time Cup — Devonport 45 mins 51.61 secs, FAA 47 mins 8.45 secs, Portsmouth 47 mins 36.43 secs. Fastest Time Cup — FAA 2 mins 42.64 secs, Devonport 2 mins 43.42 secs, Portsmouth 2 mins 43.59 secs. Pusser's Rum Trophy (least penalties) — Devonport 34.5 secs, Portsmouth 49.5 secs, FAA 134.5 secs. Copenhagen Cup — Devonport 6 mins 18.91 secs, Portsmouth and FAA withdrawn.

Portland's 15,000

POOR weather failed to deter 15,000 visitors to Portland Navy Days and Air Display. Vessels open to the public included HM ships Achilles, Apollo, Gloucester, Liverpool, Hydra, the patrol submarine HMS Osiris, RFA vessels, a German warship and Weymouth lifeboat.

Flying displays by fixed wing aircraft and helicopters took place over the main arena, while the Royal Marines Band of the Commander-in-Chief Naval Home Command presented a series of concerts and Beat Retreat.

Other displays included field gun runs by the HMS Osprey crew, an unarmed combat display by Royal Marines commandos, and a demonstration of Tracked Rapier.

EDUCATION AND MISCELLANEOUS



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Fees are subsidised by Greenwich Hospital. Current maximum is £860 per term. Fees of parents not entitled to Services Boarding School Allowance are assessed on basis of ability to pay.

Entrance examination in January (for entry in following September) for boys aged 11+, 12+, or 13+. Most boys enter at 11+. Applications for boys who will be between 11-13+ in September 1986 are invited now.

Special escorted coaches are arranged to transport boys from Portsmouth, Plymouth, and other areas at the beginning and ending of term, and at half-term. There is an escort on a special train for boys going to and returning from London.

For prospectus and further information please apply to the Director of Greenwich Hospital, 13 Devonshire Square, Bishopsgate, London EC2M 4TQ. Telephone No. 01-247 2785

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(Founded in 1842)

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SPORTING CHANCE

Against all odds... Edwin Thomas aims for sporting success, helped by the RNBT.



RNBT puts its trust in disabled athlete Edwin

IF THERE is ever any reward in being a member of a committee which allocates charitable grants, it is often merely the knowledge that you have given someone a helping hand.

But in one recent case, a decision by the Royal Naval Benevolent Trust's Grants Committee to help a former able seaman resulted in a bonus.

Edwin Thomas, of Falmouth, Cornwall, who is now virtually

confined to an invalid chair after an industrial accident which occurred after he left the Navy, wrote to the Trust with the news that he had been selected as a member of a British disabled sports international squad.

Refused

Strangely enough, 37-year-old Edwin — a member of Cornwall United Disabled Sports Club — was put on the path to success

when the Trust TURNED DOWN an earlier application for a grant.

In June 1983 Edwin, married with four dependent children, was under financial pressure after spending his accident compensation on his home. When he asked the RNBT for a grant, the committee — for one reason or another — decided it could not help.

This apparent reversal proved to be a blessing in disguise. When in January this year he again wrote to the Trust for

help to meet expenses in connection with his athletics activities, a social worker reported that the Trust's earlier refusal had had a beneficial effect.

It had made Edwin realise that he had to manage his financial affairs more firmly. He was now in complete control of his budget but wanted help to further his involvement with athletics for the disabled.

Although the committee was unable to back him in full, it did give £120 towards travelling expenses so that Edwin could attend various sports meetings and training sessions.

By April he had qualified to represent Cornwall in a mini-international event being held at Falmouth this month.

Then in Bournemouth he won three gold medals in his class for javelin, discus and shot, and was awarded the trophy for the best overall male athlete in a

wheelchair. He also qualified to represent the South West Region at the Senior Multi Disabled National Games at Stoke Mandeville this month.

In May Edwin was at Stoke Mandeville for the British "Les Autres" Sports Association's National Games, winning a gold for the javelin with a British record throw of 19.26 metres, and silver medals in the shot and discus.

Selected

It was after these successful performances that he received confirmation of his selection for the British "Les Autres" Sports Association's international squad for 1985-86.

Edwin, helped along first by the RNBT's constraint and then by its financial support, has now set his sights on the next Disabled Olympics in Seoul, Korea, in 1988.

Jacqui's Norway venture saved by a grant

TEENAGER Jacqui Russell was thrilled when she was one of six young people chosen to go to Norway in an attempt to gain a top Venture Scout award.

Then came the bitter disappointment of realising that local sponsorship would not meet the £180 cost of the ten-day trip. The money could not be found from private sources.

The fact that 18-year-old Jacqui was the daughter of a former petty officer in the Royal Navy — her parents are now divorced — meant that hope was not lost.

ENTHUSIASTIC

The Royal Naval Benevolent Trust was asked if it could help and responded with a total of £240, the extra £60 being for necessary clothing.

Jacqui, a grammar school pupil hoping to read for a science degree at university, was chosen for the Norwegian expedition through her enthusiastic membership of the Venture Scouts.

It was taking place as Navy News went to press and she was hoping as a result to gain the exclusive "Explorer Belt" award. Part of her preparation for the award was a project on the effects of acid rain.

In a letter of thanks to the Trust, Jacqui from Ilkley, Yorkshire, wrote that "without this financial support such an event for me would not have taken place."

RNBT



You never know when you might need our assistance

Please don't turn your back on us now

Applications for assistance to: Grants Committee, 2a Tipner Road, Portsmouth, Hants, PO2 8QR.

General inquiries: Head Office, High Street, Brompton, Gillingham, Kent ME7 5QZ

TELLING IT TO THE MARINES



FULFILLING a promise made early this year, Major-General Julian Thompson, who is Major-General Commanding Royal Marines Training Reserve and Special Forces, visited the Portsmouth office of the Royal Naval Benevolent Trust on August 1.

Although basically making an acquaintance visit, Maj.Gen. Thompson was keen to see the Grants Committee at work and to discuss some of the problems dealt with by members.

The last time a senior officer of the Corps visited James Lane House was on June 30, 1964, when it was officially opened.

Maj.Gen. Thompson was told that in the year ended March 31, 1985, the Grants Committee had made 3,732 grants totalling £507,231. Included in this figure were 387 grants to the Royal Marines totalling £42,589.

Pictured, from the left: FCMEM(M) W. Feebery, of HMS Collingwood; CMEM(L) H. C. Macartney, also of HMS Collingwood, and chairman of the local committee; Maj.Gen. Thompson; Mr. Eric Ross, local secretary; and CSgt P. M. Walton RM, welfare senior NCO at Eastney Barracks.

BEAVER'S BEAUTY

(from Bolton)



... that's Zoe Hodgkinson who won the title of Miss Beaver at a beauty contest during HMS Beaver's visit to her affiliated town of Bolton.

Our picture shows Zoe making her first visit to the ship in Liverpool — and making the acquaintance of the frigate's Lynx helicopter nicknamed Fanny.

Zoe, accompanied by a few of her many admirers, autographed the helicopter's nose during her tour of the ship.

On a more formal note the ship's company paraded in Bolton town

precinct before being entertained at a reception in the Town Hall. Transport for them between Liverpool and Bolton had been provided by local businessman Mr. Tom Ashton.

Other social events of the visit included golf, football and cricket matches, and a tug-of-war against the local police team.

During the four-day stopover a sponsored team of cyclists rode from Devonport to Bolton to raise £500 for Greenfold, a local school for the handicapped.

And while the ship was docked in Liverpool 1,700 Beaver Cubs from the North West toured the frigate. Since the "stretched" Type 22 entered service in 1982, more than 8,500 Beavers — pre-Cub age children — have gained honorary membership of the ship's company by writing to the commanding officer, Capt John Lang R.N., c/o Scouting magazine.

Regular correspondence has been set up between the ship and the leaders of 580 Beaver groups throughout Britain.

Galatea does it in style

TENTH anniversary of HMS Galatea being granted the Freedom of Hull was celebrated in appropriate style when the frigate visited her affiliated city.

With bayonets fixed, drums beating and Colours flying, the ship's company marched through the streets past the town centre where the Lord Mayor, Cdr J. M. Patton, took the salute.

Leading the parade was the first lieutenant, Lieut. Cdr. Richard Martin, who carried the Wilkinson Sword of Peace presented to the Galatea last year.

The visit was the highlight of the year for the frigate and marked the end of her operational running period before she began an extended docking period at Devonport.

During the stay, officers and senior ratings called on the

Galatea's latest adopted charity — Hull Royal Infirmary Children's Wards — to which they presented a video recorder paid for with money raised by entertainments on board and a sponsored swim by EMTA James.

Cycle ride

A further £500 was raised for the hospital by a ten-man sponsored cycle ride from Portsmouth to Hull while the ship was on passage from the naval base.

At Hull £177 was raised for the David Pinder Appeal (a local boy who needs a liver transplant) and £100 was collected by ABs Lewis and Bartlett for Live Aid. The money



Charity at a snip for sailors in HMS Galatea. Seven Hull hairdressers got to work with scissors and comb in the ship's junior rates' dining hall to help raise £177 for a local boy who needs a liver transplant.

for David Pinder was raised through a sponsored baircut in which girls from a local hairdressing salon got to work in the junior rates' dining hall.

While the ship was open to visitors the 1st Cottingham Boys and Girls Brigade Band and the Bridgetown Coronet Girls Marching Band were on duty to provide music.

Children were once again the focus of the ship's attention when on the last day of the visit the Galatea's Wasp helicopter called at Mountbatten Primary School. Members of the ship's company also participated in sports and adventurous activities with the children.

Other social functions fulfilled by the ship included a civic luncheon, the hosting of a reception for the past and present Lord Mayors, sporting fixtures, and participation in a Sunday Family Run in which the four-man Galatea team ran backwards!

Fife's 21st anniversary

A CAKE baked to celebrate the 21st anniversary of the County-class destroyer HMS Fife was donated to the Royal Naval and Royal Marines Children's Home at Waterlooville, near Portsmouth.

The cake was produced on board by CPOCK Brian Tanner, and the food decoration featured the names of all the ship's commanding officers since she entered service.

Plaque unveiled

A PLAQUE commemorating the opening of the new Joint Warfare Staff HQ at Poole was unveiled by the Deputy Chief of the Defence Staff, Vice-Admiral Sir John Woodward.



The ship's company of HMS Galatea march through Hull to celebrate the tenth anniversary of the frigate being granted the Freedom of the City. They are led by Lieut. Cdr. Richard Martin carrying the Wilkinson Sword of Peace awarded to the Galatea last year.

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PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in August:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPD(OPS)(M) — D. N. Gressia (Yeovilton).
To CPO(D) — G. R. Taylor (Vernon), A. W. Devitt (Wilton).

(REG, PT and R)

To MAA — J. Baxter (Amazon), G. L. Painter (Glamorgan), H. Thomas (Andromeda), A. J. Lamb (Bavon), M. J. Hammond (Nelson), G. J. Hill (June), R. M. Collins (Victory), R. P. Munday (Hastler).
To CPOPT — J. D. Moller (Dartmouth).

MARINE ENGINEERING

To CMEM(L) — J. S. Hagh (Manchester), A. D. Mackay (Graham).
To CMEM(M) — T. Elliot (Neptune).

WEAPON ENGINEERING

To CWEM(R) — M. B. Woodward (Brazon).

SUPPLY AND SECRETARIAT

To CPOCK — J. P. Williams (Ariadne), W. H. Grant (Dolphin).

FLEET AIR ARM

To CAEM(M) — R. J. Moller (Hawthorn), D. W. Hodges (Yeovilton), A. J. Brockenhill (Osprey), D. E. Rawo (Culdrose), T. Johnson (Osprey).
To CAEM(L)(W)(WL) — M. R. Brooks (Osprey), D. Blunn (819 Sqn), A. G. Hawkins (FOST), B. Round (772 Sqn).
To CPOACMN — R. E. Tarrant (COO

HELIO SC).

To CPOA (AH) — K. A. Rao (FONAC).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in July for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA(P) — P. Tyrell (File), M. S. Lester (Portsmouth NB).

To ACCMEA(M) — B. Millard (Invincible).

To ACCWEA(WDO) — A. P. Holberry (Ft. Eng. Portsmouth).

To ACCMEA(ML)(SM) — D. Edwards (Churchill), J. Born (Churchill), A. W. Law (Churchill).

To ACCWEA(WDO)(SM) — M. E. Hazzard (Onslaught), D. W. Mithon (Neptune SM10).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in May:

CPOMEA — M. T. Cragg (Resolution Port), A. Farwick (Glamorgan), C. H. Gardner (Illustrious), M. L. Ginevia (FOST FMQ), R. T. Jennings (Sultan), D. C. King (Boxer), J. Kirby (Boxer), G. J. Loades (Manchester), C. Pomen (Charybdis), N. J. Mc. Shayer (Tralagar), A. G. Thomas (Sultan), R. J. Vickers (Naled), D. W. C. Chislett (Drake).

ACPOMEA — P. Allan (Sultan), F. J. Baker (Sultan), E. J. Copsy (Neptune SM10), N. K. Davies (Neptune SM10), C. M. Stokes (Liverpool), N. D. Vidler (Illustrious).

CPOMEA(M) — S. W. Bradley (Dolphins), J. M. R. Bisset (Nelson), C. G. Orah (Dolphin).

CPOMEA(L) — A. L. Dunn (Portsmouth NB), M. Harris (FDST FMQ), T. E. Moss (Invincible).

CPOAEA(M) — S. M. Allen (Seahawk), A. C. Tarr (Seahawk), K. J. Wallace (815 Sqn).

ACPOAEA(M) — D. Taylor (Heron).
CPOAEA(WL) — M. R. Petars (RFA Avation).

CPOWEA — P. A. H. Bieckly (Dolphin), C. W. Cain (Revenge Port), D. W. Dewdney (Bristol), I. M. H. Freer (Cinnabar), C. Hicking (Ft. Eng. Portsmouth), M. Jones (Aethusa), I. Lynch (Galesia), A. W. Morgan (Argonaut), A. S. Murray (Rapeuse Sibd), M. E. Pickles (Portsmouth NB), A. J. Pritchard (Birmingham), R. W. Stones (Collingwood), K. D. Yarnall (Collingwood).

ACPOWEA — S. P. Cole (Cordill), K. P. Cooper (RNEC Monaden), J. D. T. Gunatunga (Collingwood), J. J. Hagen (Rapeuse Sibd), D. R. Hallyn (Collingwood), H. K. Rankin (Invincible), D. Smith (Naptime SM10), C. J. Taylor (Fitz).

FIRST CLASS TECHNICIAN

HMS Centurion has been notified of the following promotions to first class technician which were made by commanding officers in May:

ACTI — M. C. Hasillow (SCU Leyden), AMTI — H. McMullan (Cochrane).

WE ARTIFICER CANDIDATE ROSTER

Latest course detailed: WEACIC 59, Start date: September 1986.

Roster dates of highest men not yet detailed for courses: (R) 23.3.84, (O) 14.1.85.

REUNIONS

HMS Ajax River Plate Veterans (1937-40) Oct 26 in the Gascoigne Rooms, Union Jack Club, Waterloo, London, 1900 to midnight. Details from Mr. G. Dawson, 48 Chancel View Road, Eastbourne, E. Sussex.

17th Destroyer Flotilla Association Nov 2 at the Judges' Lodgings, 29 Spa Road, Gloucester. Details from Mr. Douglas Parfitt, 7 Chestnut Avenue, Stonehouse, Glos GL10 2HW (tel Stonehouse 3752).

Royal Hospital School Old Boys Association Chatham branch 60th reunion dinner-dance at the Gascoigne Rooms, Union Jack Club, Waterloo, London on Sept 21 (8.30pm for 7.30pm until midnight). Tickets £11.50 from Mr. P. A. Parkinson, 5 Alexander Road, Boxley Heath, Kent DA7 4TU (tel 01-304-3635), cheques payable to RPSOBA Chatham branch.

HMS Sikh reunion for crew members and survivors in HMS Belfast on Sept 14. Details from Mr. W. "Shiner" Wright, 45 Horlick Close, Southampton, Hants SO2 8NF (tel 042-121-4710).

RN Writers Association 98th reunion dinner to which all serving and ex-serving members of the Writers branch are invited, October 11, Thorngate Halls, Gosport, 1900 for 1930. Tickets £9.50 from FCWTR P.W. Allen, Room 1014, HMS Centurion, cheques payable RNWA.

HMS Tarantale reunion is being planned for early next year. Shipmates not yet traced contact Mr. Peter Davies, 2 Marbury Road, Wilmslow, Cheshire SK9 4DJ, tel 0625-531144.

Mercury Old Boys Association will mark the centenary of the founding of the training ship Mercury by having a memorial dedicated in Hamble Parish Church at 1200 on Sept 14, to be followed by a reunion dinner at Ind Post House, Hayling Island. Tickets and details from Mr. D. J. Hawthorn, 371 Hunts Pond Road, Titchfield Common, Fareham, Hants, tel 0329-45501.

BRNC Term of '85 20th reunion in London on November 21. Details to be sent by post; telephone inquiries to Capt. A. K. Talmun, Northwood 26181 ext. 7390.

HMS Welcome 1949-52 members inter-

ested in a mini-reunion next year contact Mr. Jim O'Brien, Market Harborough RMA, 53 Scotland Road, Market Harborough, Leics LE18 8AY, tel 62009.

HMS Dangers open day on Oct 6 to mark 60th anniversary before redevelopment. Buffet lunch (£5 per head) must be booked in advance. For details contact Mr. Dave Fletcher, 131 Lingsfield Road, Sanderson, South Croydon, Surrey CR2 9LG.

WRNS Association Norfolk branch buffet lunch, Hotel Nelson, Prince of Wales Road, Norwich, on Trafalgar Day (Oct 21), to mark the 40th anniversary of VE/VJ. Association members and ex-Wrens in Eastern Counties welcome. Guest is former Director of the WRNS, Dame Margaret Drummond. Tickets at £6.50 and information from Mrs. Joan Willis, 10 Lindsay Road, Sprowston, Norwich, NR7 8JR tel Norwich 46215.

HMS Otter 1978-83 senior rates interested in a reunion on Dec 23, contact Mr. Fred West, "Fairhaven", Bridge Road, Bursledon, Hants. SO3 8AL, tel. Bursledon 3584.

HMS Carlelle 1942: Mr. A. J. W. Madden, 95 Salisbury Street, Beeston, Nottingham NG9 2EO, asks if a reunion is planned.

Flower-class Corvett Association annual reunion at Royal Leamington Spa, Royal Naval Association Club was a great success and attended by over 500 members, including men from Canada and South Africa.

HMS Edinburgh and rescue ships' survivors memorial service and reunion at Rhyd, North Wales was well supported. Those present including members of the ship's company of Ind present HMS Edinburgh.

HMS Thresher reunion weekend at Stratford-upon-Avon was attended by over 70 ex-submariners. Guests include former first lieutenant, Vice-Admiral Sir Ian McInnes and second coxswain, Mr. Thomas Gould VC.

Fearless Association reunion at the Whaley Club, HMS Excellent was well supported. Details of Ind association, open to serving and ex-serving members, all ranks from 1980 onwards, from CPOMEA R.W.

Gillingham, WOs and CPOs' Mass Manager, HMS Sultan.

HMS Sweetwater: Thanks to Mr. R. Jonaway and his wife, who organised the annual reunion. Audrey and Norman Ayres, Ysleay, nr. Camberley.

Arakan, Burma and Chillingol 1942-43 reunion at Ind Market Hotel, Birmingham, included Capt Robert Francis RN (ret'd) with many who served under his command. Details at association from Mr. J. E. Borneth, 3 Myross Mansions, 4 Landmann Circus, Weston-super-Mare, Avon BS23 2QE, tel. Weston-super-Mare 418725.

HMS Bicester L34 shipmates and families who enjoyed Ind HMS Bicester reunion held in the town of Bicester had an opportunity to meet again at Ind launching of the new MCMV HMS Bicester at Southampton.

10th Destroyer Flotilla and HMS Black Prince members met after 40 years. Reunion at Ind Union Jack Club, Waterloo, London. Details of association from Mr. H. Johnson, 190 Winslaney Drive, Brainesville Estate, Leicester LE3 1PD. He wishes to know what happened to the Black Prince after and was left in New Zealand on June 1, 1946.

St George Boys (Valkyrie and Urey) reunion: Mr. Norman B. Gray of Salisbury, Wits, thanks the organisers for a memorable reunion in the Isle of Man and says how grateful he is to Mr. Alan Inkpen and Mr. Wilfred Foulds for the welcome they extended to him.

HMS Ganges 213 Class and 221 Class 1952-53 are planning a reunion. Those interested contact either Len Holley, tel. 01-304 4468 or Harry Alcock, tel. 0386-47552.

HMS Waspito: As a result of a successful reunion held in HMS President, London, in June, 8th HMS Waspito Association has now been formed. Any ex-Waspito (1818-47) wishing to join should write to the secretary, Lt. R. C. Martin, RN (ret'd), 7 Postevor Mansions, St. Helen's Parade, Southsea, Hants, tel 0705-735819.

PEN-PALS

READERS seeking penpals in Ind Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Angela (24), 5ft. 4in., Dumberlon.
Dennal (18), Aulbea, Ross-shire.
Andrea (20), 5ft. 7in., Dinas Powys, Glam.
Jayne (21), 5ft. 4in., Leeds, Yorks.
Violet (24), Birkenhead, Merseyside.
Kay (24), 5ft. 3in., Bromley, Kent.
Pam (36), Darlington, Co. Durham.
Dawn (18), 5ft. 4in., Harrow, Middx.
Janet (23), blue eyes, Romford, Essex.
Cathy (17), 5ft. 5in., Taipei, Australia.
Karen (18), 5ft. 3in., Cranfield, Beds.
Zoe (18), 5ft. 6in., Chigwell, Essex.
Kathy (17), 5ft. 6in., Cleethorpes.
Elsie (20), brown eyes, Swansea.
Maureen (22), 5ft. 5in., Pontardawe.
Maria (18), 5ft. 4in., Broxbourne, Herts.
Denise (18), Bonny Bridge, Stirling.
Judy (22), 5ft. 10in., Taunton, Somerset.
Yvonne (17), Boroko, Papua, New Guinea.
Diane (17), 5ft. 6in., Richmond, Yorks.
Sue (23), 5ft. 7in., Bicester, Oxon.
Nicola (18), 5ft. 4in., Carmarthen, Dyfed.
Lynda (26), 5ft. 6in., Weston-super-Mare.
Kay (23), 5ft. 6in., Newcastle-on-Tyne.
Bernice (23), Tyngsboro, USA.
Carol (18), 5ft. 11in., Ambergate, Derby.
Diane (21), 5ft. 6in., North, W. Glam.
Jill (25), 5ft. 2in., Farnham, Hants.
Rosemary (18), Knutsford, Cheshire.
Judith (22), 5ft. 7in., North, Glam.

Amanda (18), 5ft., Basingstoke, Hants.
Jane (17), green eyes, Nuneaton, Warks.
Sharon (17), 5ft. 2in., Brighton, Sussex.
Frances (20), 5ft., Basingstoke, Hants.
Marie (25), 5ft. 2in., Fareham, Hants.
Linda (18), Warley, W. Midlands.
Andrea (24), 5ft. 7in., Whitstable, Kent.
Lyn (17), 5ft. 11in., Chester.
Allison (18), 5ft. 6in., Stoke-on-Trent.
Lindsay (23), 5ft. 7in., Trowbridge, Wits.
Kim (24), 5ft. 6in., Selly Oak, Birmingham.
Jackie (18), 5ft. 6in., Akeston, Warks.
Hayley (16), 5ft. 6in., Sandbach, Cheshire.
Olga (28), brown eyes, Corby, Northants.
Tina (23), 5ft. 6in., Portsmouth.
Barbara (38), 5ft. 6in., Preslatty, Chyrd.
Kim (21), 5ft. 6in., Chester.
Mandy (18), 5ft. 4in., Colwyn Bay, Chyrd.
Jana (18), 5ft. 6in., Maldon, Essex.
Julie (17), 5ft. 3in., Barking, Essex.

Nicki (26), 5ft. 8in., Margate, Kent.
Susan (30), brown eyes, Denbigh, Chyrd.
Tracey (18), 5ft. 3in., Paisley, London.
Claire (41), 5ft. 4in., Barrow-in-Furness.
Racnd (22), 5ft. 10in., Oakham, Leics.
Miaa J. (18), 5ft. 2in., Enfield, Middx.
Sharon (18), 5ft. 11in., Maldstone, Kent.
Sarah (18), 5ft. 2in., Leigh, Lancs.
Carol (25), 5ft. 6in., Tonbridge, Kent.
Ballinde (26), 5ft. 5in., Bordon, Hants.
Kathy (18), blue eyes, Bromley, Kent.
Janet (21), 5ft. 6in., Wallasey.
Maggie (40), 5ft. 6in., Oldham, Lancs.
Tracey (21), 5ft. Woking, Surrey.
Shauna (18), 5ft. 5in., Carrickfergus, N.I.
Helen (22), 5ft. 3in., Wigan, Lancs.
Nicole (19), 5ft. 4in., E. Molesey, Surrey.
Marion (42), 5ft. 8in., North, W. Glam.
Kathy (35), 5ft. 2in., Galasheld.
Debbie (28), 5ft. 7in., Gosport, Hants.
Sandra (25), 5ft. 7in., Benfleet, Essex.
Jane (19), 5ft. 3in., Halesowen.
Karen (18), gray eyes, Wootton, Wits.
Olwen (18), 5ft. 5in., Jordanstown, N.I.
Helen (26), Weybridge, Surrey.
Tracey (15), 5ft. 3in., Huddersfield, Yorks.
Linda (32), 5ft. 11in., Southport.
Nicola (18), Littleborough, Lancs.
Julie (17), 5ft. 6in., Nuneaton, Warks.
Sue (32), 5ft. 2in., nonhall, Middx.
Louise (57), 5ft. 5in., Wastcitt-on-Sea.
Lynn (18), 5ft. 6in., Leeds, Yorks.
Sharon (20), 5ft. 2in., Edenbridge, Kent.
Tracey (21), 5ft. 7in., Bristol.
Linda (22), blue eyes, Market Harborough.
Edie (50), 5ft. 6in., Salisbury, Wits.
Debbie (20), 5ft. 6in., Manchester.
Julie (21), 5ft. 4in., London.
Maureen (27), 5ft. 3in., Manchester.
Tina (27), 5ft. 10in., Hastings, Sussex.
Ginny (39), red hair, Plymouth.
Oladya (26), 5ft. 11in., Clait, Tayside.
Jackie (18), 5ft. 3in., Ballantrae, Ayr.
Amanda (22), 5ft. 11in., Rhyd, Chyrd.
Flora (22), 5ft., Worthing, Sussex.
Claire (23), 5ft. 6in., Clait, Tayside.
Vivette (25), 5ft. 4in., Worthing, Sussex.
Gail (30), 5ft. 4in., Pennsauken, USA.
Jacqui (23), 5ft. 2in., Bristol.
Jane (17), 5ft. 5in., Wimborne, Dorset.
Diane (26), 5ft. 7in., Longstanton, Cambs.
Marie (19), 5ft. 3in., Erith, Kent.
Jacky (21), brown eyes, Nuneaton.
Denise (22), East Sheen, London.
Kathleen (18), 5ft. 3in., Southampton.
Sally (17), 5ft. 6in., Oxford.
Slothan (18), 5ft. 2in., Huddersfield.
Gill (20), blue eyes, Underwood, Notts.

Mandy (21), blue eyes, nonhampton.
Sue (24), 5ft. 8in., Woolwich, London.
Helen (23), 5ft. 2in., Leamington Spa.
Caroline (22), 5ft. 6in., Bristol.
Lynn (16), 5ft. 6in., Welford, Herts.
Carole (21), 5ft. 3in., Leeds, Yorks.
Justine (18), blue eyes, Lewes, Sussex.
Tina (32), 5ft. 6in., Belham, London.
Gwyneth (53), 5ft. 6in., Llantwit Major.
Martyn (32), 5ft., Bristol.
Marie (22), brown eyes, Hove, Sussex.
Mary (30), Bethnal Green, London.
Carol (25), 5ft. 2in., Southend-on-Sea.
Theresa (30), 5ft. 7in., Blackpool.
Janice (30), 5ft. 3in., Middlesbrough.
Mary-Jane (20), Wisboch, Cambs.
Miaa M. (34), 5ft. 8in., Faversham, Kent.
Vivien (34), 5ft. 2in., St Austell, Cornwall.
Hilary (34), 5ft. 3in., St Austell, Cornwall.
Julia (20), 5ft. 6in., Leeds, Yorks.
Jenai (30), green eyes, Portsmouth.
Amanda (20), 5ft. 5in., Birmingham.
Karen (20), 5ft. 3in., Boston, Lancs.
Caroline (16), brown eyes, Grimsby.
Janet (24), 5ft. 5in., Glasgow.
Gaynor (20), 5ft., Sndfield.
Suzanne (20), 5ft. 8in., Worcester.
Jenny (25), 5ft. 7in., Luton, Herts.
Carole (45), Northumberland.
Sue (26), 5ft. 11in., Reading, Berks.
Jayne (19), 5ft. 7in., Ripley, Derbyshire.
Catherine (20), 5ft. 7in., Mansfield, Notts.
Pip (15), 5ft. 6in., Warrminster, Wits.
Cathryn (20), 5ft. 6in., Muswell Hill.
Joanna (20), 5ft. 6in., London.
Sue (18), 5ft. 6in., Thame, Oxon.
Paula (17), 5ft. 3in., High Wycombe.
Mary (18), 5ft. 7in., Ashford, Surrey.
Jene (15), 5ft. 6in., Portsmouth.
Kay (18), 5ft. 3in., Leytonstone, London.
Julie (24), 5ft. 7in., Drotwich, Warks.
Nicki (18), 5ft. 5in., Guernsey, C.I.

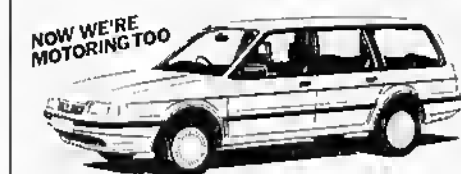
Nicki (18), Tamworth, Staffs.
Karen (17), Havant, Hants.
Margaret (36), Birmingham.
Andrea (21), 5ft. 3in., Barry, Glam.
Ann (26), 5ft. 4in., Crayford, Kent.
Miaa S. (26), 5ft. 2in., High Wycombe.
Yvonne (18), Irvine, Ayrshire.
Jackie (19), 5ft. 6in., Dumfries.
Yvonne (30), Barnet, Herts.
Kirstie (18), Troon, Ayrshire.
Mendelle (20), Wolverhampton.
Julianne (19), 5ft. 11in., Derby.
Dawn (18), Tamworth, Staffs.
Angelo (18), Pontefract, Yorks.
Jene (18), Upminster, Essex.
Jen (18), 5ft. 8in., Harpenden.
Kath (16), Featherstone, Yorks.
Miaa F. (19), 5ft. 5in., Chard, Som.

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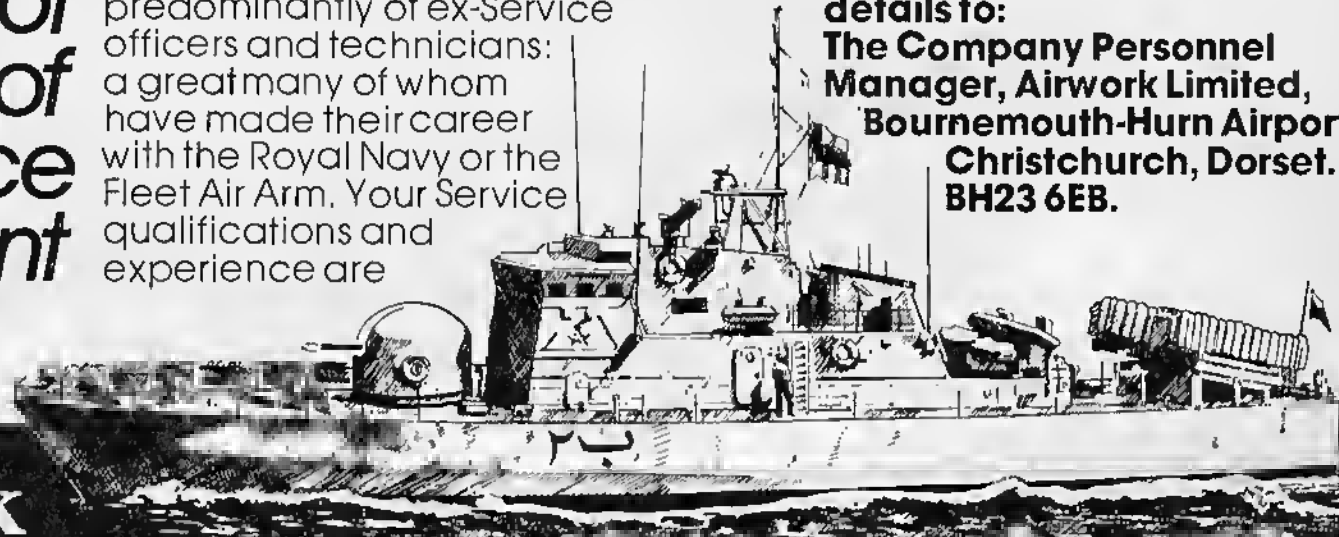
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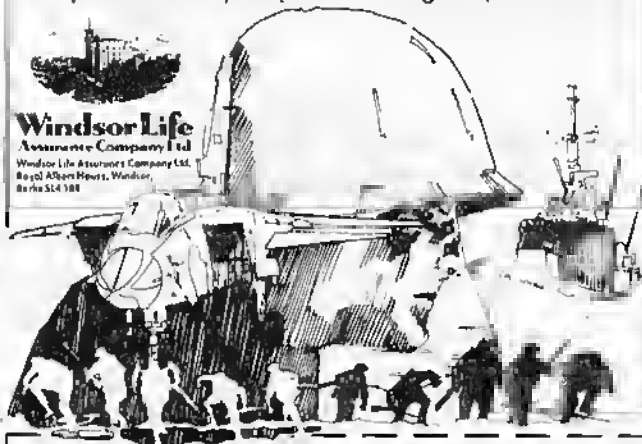
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High price of batting failures

LIMITED Navy bowling which had been smitten to all corners of the field during early-season matches, should have won both games against the Army and RAF, writes Derek Oakley.

However, what on paper looked a strong batting side twice failed, and the Navy suffered two narrow defeats.

On a pitch more suited to water polo than cricket, the Army v RN match got off to a late start at Aldershot, first ball being bowled at 3.25 p.m.

The Army struggled from the start against the accurate attack of CWEMN Kelson Brooks and LWTR Andy Collier. Wickets fell steadily, with the ball holding up in the outfield and swinging and keeping low in the damp atmosphere. Wicketkeeper Lieut. Cdr. Roger Evans played a crucial role with two fine stumpings and a catch, and slow left armner MEM Andy Chester and medium pacer AEM Chris Campbell played their part in restricting the Army to 124 off 35 overs.

CONFIDENT

The Navy started their innings confidently at 6 p.m. with Lieut. David Wells scoring freely through the covers until caught off a high full toss, having scored all the first 28 runs. With the sun making it difficult for both batsman and fielders, coupled with fine pace bowling from Matthew Rudd, the Navy's middle order progress was desperately slow.

By 20 overs they had scored only 50 for the loss of three wickets, but with Evans going lbw and Collier comprehensively bowled, it was left to Capt. Charlie Hobson, RM, and AEM

Nottingham in charge

HMS NOTTINGHAM won the Portsmouth Area six-a-side cricket competition against fierce competition from 11 other teams. Highest score of the day went to HMS Gloucester with 65 runs in 30 balls.

The Nottingham beat HMS Ark Royal A team and a team of spare players to get into the semi-final, where they scored 62 runs off HMS Fife.

The final promised to be a close-run event with Nottingham playing high-scoring Gloucester. Nottingham won the toss and put Gloucester in, tight bowling and good fielding keeping the score down to 37 for 3. But Nottingham batted fiercely to make 38 runs in four overs and so take the honours.

Chivenor do it again!

RAF CHIVENOR took the Navy's Plymouth Command cricket knockout trophy for the second year running by beating in the final the only other RAF side in the 24-team competition — RAF Mountbatten!

The competition was introduced last year for teams from Navy ships and shore establishments in the south west. Obviously believing the RAF were no great threat, the Navy invited two teams, Chivenor and Mountbatten, to compete and as a result have yet to see their trophy at a "home port."

Cricket

Chris Campbell to salvage something from the last few overs.

Hobson took 12 runs off one over and, with some interesting and suicidal running between the wickets, the score steadily mounted. Campbell was run out by a direct throw and new cap LA Paul Barsby without facing a ball. Twenty-three were needed from the last three overs and nine from the final one. Despite Hobson's fine innings of 39 not out, the Navy fell short by four runs.

Army 124-8 (35 overs) (D. Gill 23, B. Bennett 22; K. Brooks 3-33, C. Campbell 2-25, A. Chester 2-28). RN 120-8 (35 overs) (C. Hobson 39 not out; D. Wells 28; M. Rudd 2-13, S. Dursion 2-22).

With the pitch scarcely drier than the previous day but only half an hour lost, the RAF chose to bat on a desperately slow wicket. Again the Navy bowled accurately, but the disease of the season, catching, was once again in evidence. Three comparatively easy chances were put down in the first 12 overs, opener John Doherty being missed twice.

PINNED DOWN

Wickets fell steadily and by 20 overs of the scheduled 55, the RAF were 42-3, Brooks having taken 3 for 18 from 13 overs. At lunch the RAF were 50 for 6 from 33 overs, with Chester's bowling pinning them down. When the RAF were all out in the 54th over they had scored only 92, with Doherty last out for 49, Brooks took 4 for 19 and Chester 3 for 19, both from 14 overs.

It was always going to be difficult to score quickly on the slow outfield, but Wells and CMEA Mike Izzard put on 19 without being troubled in ten overs. Lieut. Robin Hollington and skipper Lieut. Tony Izzard both went without scoring and, with Hobson adjudged lbw, the

Navy sunk to 29 for 4 from 23 overs.

All the batsmen seemed mesmerized by their low target and maiden after maiden followed, only one run being scored in seven overs for the further loss of Evans.

Only when Collier joined Wells for the eighth wicket did the Navy's chances look good, although 50 runs were still needed off the last 22 overs. When Collier was caught off a mistimed hook only 30 runs were required off the last ten overs. David Wells continued to play with aplomb but finally ran out of partners in the 48th over, with the Navy still 16 runs behind. Wells made a fine 38, but the strong Navy batting had not lived up to expectations.

RAF 92 (53.2 overs) (J. Doherty 49; K. Brooks 4-19, A. Chester 3-18, C. Campbell 2-24). RN 78 (48 overs) (D. Wells 38; A. Spiller 5-17; M. Izzard 4-12).

In the deciding match, again restricted by the weather — this time to 40 overs — an attacking innings of 69 by Army skipper, Capt. Barry Bennett, was the decisive factor.

The Army, who won the toss, scored 149-8 and soon had the RAF at 12 for 4, from which they never recovered. Good seam bowling had the RAF reeling at 48-9, and they were eventually all out for 61.

The Combined Services Team was selected during the Inter-Services festival at Aldershot and the following Royal Navy players were chosen for a tour to Kenya from September 20 to October 7:

Lieut. Tony Izzard, captain (Daedalus), Lieut. Cdr. Roger Evans (Excellent), Capt. Charlie Hobson RM (School of Infantry, Netheravon), Lieut. David Wells (Brazen), AEM Chris Campbell (Daedalus) and MEM Andy Chester (Sultan). Umpire / scorer / physiotherapist — Sub-Lieut. R. J. Holyer (Centurion).



HMS TEMERAIRE, the Navy's School of Physical Training, celebrated its 75th birthday in style in July. It was in 1910 that the school, where all PT branch specialists are trained, was opened by King George V and Queen Mary.

To mark the anniversary a special cake was cut by Admiral Sir Peter Stanford, Commander-in-Chief Naval Home Command, and LWPT Sue Lloyd, from HMS Osprey, a member of the latest course to pass through the school.

Slice of history

Pictured with them is Capt. Michael O'Reilly, captain of Temeraire and Director of Naval PT and Sport.

Now a new Temeraire is planned and should be in operation as an impressive sports complex at Burnaby Road, Portsmouth, in 1987.

Fixtures

SEPTEMBER

1 — Cycling: 12-hour time trial (Ringwood).
4-6 — Golf: Inter-Command matchplay championships (Deal).
7 — Athletics: Braemar Games (Braemar).
7-8 — Hockey: Elgh-Counies Festival (Eastbourne).
8 — Equestrian: RN v Taunton Vale (Foulknor Cup) (Taunton); Judo: Welsh open championships (Cardiff).
8-9 — Hockey: RN women — Swansea tournament (Swansea).
14-15 — Equestrian: Taunton tournament (Taunton); Blethion: RN championships (Somerset).
15 — Cycling: Circuit race (Loo-on-Solent); Rowing: Boston marathon (Boston).
21-22 — Motor Cycling: Road racing (Snetterton); Modern pentathlon: Metropolitan Police pentathlon (Imber Court).
23-25 — Rifle shooting: Inter-Service three positional match 0.22 (Ash); Inter-

Service long range smallbore 0.22 (Ash).
23-25 — Golf: Inter-Service championships (Rosedown).
25 — Rugby: RN v Honio (Burnaby Road).
28 — Golf: Establishment League and RN (Scotland) Stobieford championships (Dunblane).
20-27 — Sailing: Inter-Service dinghy championship (Plymouth).
29 — Modern pentathlon: RN/WMP — South West Blethion (Shorborne).

OCTOBER (1st week)

1 — Indoor hockey: RN/WMA v Trojana (Eastleigh).
2 — Rugby: RN v Royal Australian Navy (Rector).
5 — Motor-cycling: Scooter racing (Melbury Park).
5-6 — Sailing: Invitation team racing (Borl Green).
6 — Modern pentathlon: Regional biathlon (Sherborne).

Tennis

Wimbledon close call for Wrens

IN THE Women's Inter-Service lawn tennis championships at Wimbledon in August, the Navy team came a very close second.

Placings were: RAF Women, 8 matches (17 sets won); RN Women, 8 matches (16); Army Women (2 matches).

Representing the Navy were Second Officer Smith (Dryad), Third Officer Cunnison (Temeraire), and Leading Wrens Fenton (Warrior), Oates (Seahawk), Jakeman (Drake) and Crouch (Collingwood). Reserves: Chief Officer MacColl (FONAC) and First Officer Picton (Derby Careers Office).

TENNIS DOME

Results of the RN Women's lawn tennis championships finals, held at the Tennis Dome, Portsmouth, in August, were:

Singles: LWren Jakeman; runner-up, LWren Fenton. Doubles: LWrens Oates and Fenton; runners-up, Second Officer Smith and LWren Jakeman. Plate: Second Officer Warcham; runner-up, Wren Bone. Mixed doubles: Lieut. Cdr. Ward and LWren Oates; runners-up, Cdr. Spruce and LWren Fenton.

Five commands were represented in the Navy's Inter-Command lawn tennis championships played at Burnaby Road, Portsmouth. Portsmouth won the tournament and were presented with the Morris Bowl by Lady Eberle.

The Inter-Nursing Services tennis tournament, held this year at RAF Halton, was won by the Queen Alexandra's Royal Army Nursing Corps team. Princess Mary's Royal Air Force Nursing Service was second, and the QARNNS third.

Hockey

Promoted Services all set

UNITED SERVICES Hockey Club begins its season on September 7 with its first team re-promoted to the Hampshire-Surrey Regional League. New players are asked to contact membership secretary Lieut. Cdr. Alan Walker on HMS Daedalus 4157 or Stubbington 662164.

As usual the club will have the use of two superb grass pitches within the Burnaby Road East area, two hard porous floodlit pitches across the road, and three grass pitches at Easney.

FIRST TEAM

The first team will be captained by CPOMEA Graeme Mather and coached by Alan Walker, while CPOMEA Eric Sutcliffe returns from sea to take on the club captaincy and lead the second team.

POSA Stewart Neville-Rutherford captains the third team, POAEM Dave Walling the fourths, and AEM Jack Dempsey the fifths. POWren Katie Turner continues as ladies' secretary and Alan Walker will run the veterans team which will be playing most Sunday mornings.

Caledonia win again

HMS CALEDONIA'S athletics team bowed out in style by winning the RN (Scotland) championships for the 13th consecutive year. The establishment is due to close in December.

Oarsmen on song

HMS ROOKE's oarsmen swept the board in rowing competitions on the Rock this season, winning the Garrison Cup, the Harrington Trophy, the Festival Trophy and the Joint Services Challenge Cup.

The Navy IV were picked from Cdr. John Lane, Surg. Lieut. (D) Rob Glenning, Lieut. Tony Ward, WEM(R) Dolly Gray and AB Phil Guy. Races were held over a 2,000m course in Gibraltar harbour using coastal fours known locally as "yoles".

Lorna leaps to new heights



POWPT Lorna Gough jumped more than her own height to take first place in the Navy heptathlon championships at Portsmouth. Lorna is serving in HMS Drake.

She beat her own record with 3,872 points and won the pentathlon for the second year. Pointing out the measure of her success is her trainer, CPOPT Gordon Mahoney.

Invincible Invincible!

SPORT

Carrier in Navy Cup triumph

HMS INVINCIBLE's golf team certainly lived up to their ship's name when they won the Navy Cup at Southwick Park golf course, writes Roger Knight.

Sixteen teams reached the final, played over two days, the teams representing the six commands, including Fleet. Each team had four players and the best three stableford scores for each of the two rounds counted towards the total team score.

It was the first time the competition had been held, and certainly proved a most popular and successful event.

The finals began in ideal conditions, with a slight breeze, blue skies and warm sun. The course was in very good condition and obviously a lot of time and trouble had gone into making it so. It attracted many favourable comments, not only from those playing it for the first time, but also from those who remembered it in its birth pangs.

In these ideal conditions, the scoring was good even from the medal tees.

IMPRESSIVE

The Invincible got off to a cracking start, totalling 113 points for the first round. This was accumulated by the impressive scores of 39 (PO Trevor Newport), 38 (POPT Peter Johnson), 36 (CPO Ian Griffiths) and 36 (CPO Jock Mackin).

HMS Daedalus (112) were second, with HMS Collingwood and HMS Defiance lying third with 108. Best individual score on day one was 43 points by LCpl R. McKendrick (Royal Marines, Eastney).

The second day saw a deterioration in the weather with the wind increasing and cloud

Golf

thickening. But this did not deter the invincible quartet. They finished in grand style, thanks mainly to an almost unbelievable 47 points by PO Newport who played a dream round. No doubt his 20.1 handicap will come under the most severe scrutiny from his home club!

The Invincible's second round total of 112 left them ten points ahead of their nearest rivals Daedalus (215), with Sultan finishing strongly to take third place with 212.

PRIZES

The president of the Royal Navy Golf Association, Rear-Admiral W. D. Lang, presented the prizes on completion of this inaugural event. These were provided by sponsorship money donated by Watney Mann and Truman Breweries.

Team results: 1, Invincible 225; 2, Daedalus 215; 3, Sultan 212.

Individual: 1, PO T. Newport (Invincible) 86; 2, LCpl R. McKendrick (RM Eastney) 83; 3, CPO T. Bradbury (Daedalus) 72.

Next year's Navy Cup finals will be held at Southwick Park on July 24 and 25.



Rear-Admiral W. D. Lang (second from left) presents the Navy Cup for the first time to CPO Ian Griffiths of HMS Invincible. POPT Peter Johnson is on the left and CPO Jock Mackin on the right. Missing from Invincible's team is PO Trevor Newport.

Picture: Fleet Photographic Unit.

AIR HOLD ROYALS IN SUPER FINAL

THE 1985 Inter-command volleyball championships, held in HMS Nelson, provided the most exciting finish for many years, and an eventual triumph for Air Command.

The tournament was organised on a league basis with every command playing each other twice, and the two top teams going forward to the final. Air Command and Royal Marines proved too

Volleyball

good for the rest, losing only one match each in the league.

The final was one of the best matches seen at this level for years and was balanced on a knife-edge throughout. Strong nerves were needed during the especially-close final set, with Air Command just holding

on to win by three sets to two in a marathon lasting over two-and-a-half hours.

This gave NAC their second successive title, and equalled Portsmouth's record of five tournament wins overall.

Team Captain PO Mark Pridmore collected the trophy, and AEM Blenkhorn, also from NAC, won the player-of-the-tournament award.

Angling

Buck's catch is a record

THIRTY EIGHT teams from ships and establishments contested the 12th annual RN and RMAA coarse angling championships at Beauchamp Court near Worcester on the River Severn.

The Severn fished reasonably well for most competitors, and exceptionally well for PO Buck Taylor of HMS Cambridge who outclassed everyone with a championship record weight of 55lb, 15½oz. of bream, chub and barbel to retain the individual title.

BEST WEIGHT

His catch also exceeded the water's best weight this season. Second was POWEA Alan Craven (HMS Southampton) and third CPO Brum Nash (HMS Defiance). HMS Daedalus took the team honours.

CSgt. R. Riddick (CTCRM) and HMS Drake respectively took the individual and team titles at the annual sea angling championship, staged on Plymouth breakwater. MA A. Blackwell of Drake was the individual runner up, while LS K. Hartt (HMS Sceptre) took the best specimen, a scad of 11½oz.

Airmen in complete control

THE Royal Air Force took the honours in a big way at the Inter-Service swimming, diving and water polo championships in August, coming tops in everything, though sharing the lead in men's diving with the Navy.

The airmen's swimming team won back the Buller Trophy from the Senior Service by a convincing margin and dominated in most of both men's and women's events.

The swimming and water polo was held in HMS Collingwood, and diving at Central Baths, Southampton.

In the RN-Army water polo match the Navy started well and were soon a couple of goals ahead. Unfortunately they relaxed in the third quarter, allowing the Army to get back on terms, and the result was an 8-8 draw.

In the diving at Southampton that evening the Army could muster only one competitor for each event, so from the start it was a "two-horse" race. After a keenly contested event between Navy and RAF the men finished all square and shared first place, while the WRAF beat the Navy girls by one point.

Next morning the match be-

Swimming

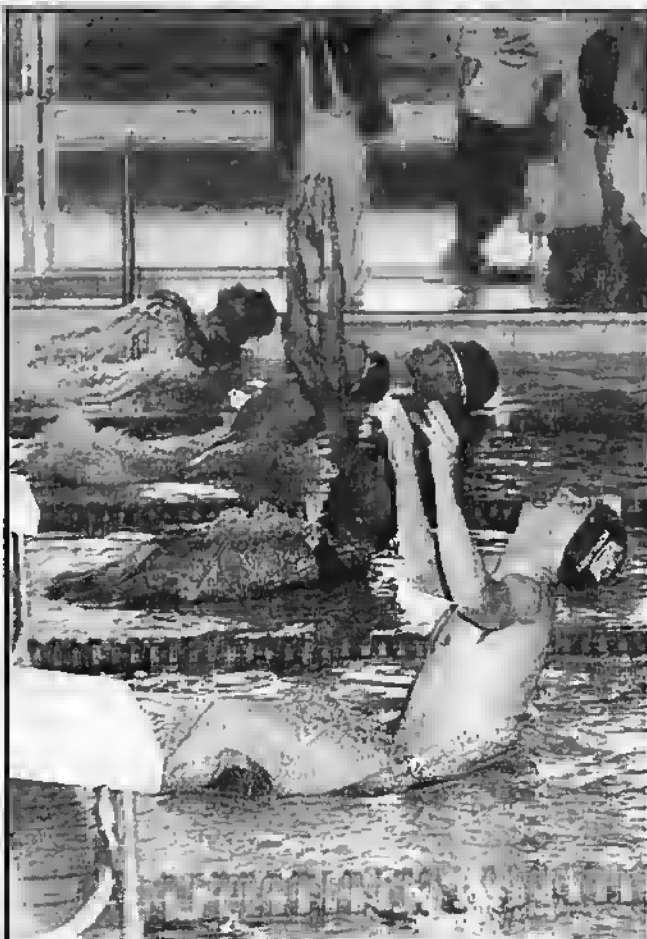
tween the RN and RAF decided the water polo championship, the RAF eventually winning a hard match 6-4.

In the first swimming event, the 800m freestyle, the RAF made their intentions clear with the Shackley brothers taking first and second places. Paul Shackley won in a new Inter-Services record of 8 mins 53.32 seconds.

In the main swimming gala in the afternoon the Navy men and women improved their RN championship times, but were well beaten by the RAF and Army.

All swimming was of the highest standard, with a total of no fewer than nine Inter-Service records smashed.

The Navy team put in much effort and recorded some good times but the feeling is that some hard round-the-year training would do no harm at all.



Mid S. Moffett (BRNC) in the foreground and Lieut. I. Hughes (ARE Portland) in the background in action in the Inter-Services championships at HMS Collingwood.

Picture: PO(Phot) Mac McBarren

Prince leads charge to Rundle Cup

PRINCE CHARLES considerably improved the Senior Service's chances of winning the Rundle Cup by turning out for the Navy against the Army in their annual polo encounter at Tidworth.

In a thrilling match, the Prince of Wales opened the scoring for the Navy after the Army had gone two goals ahead, and eventually scored the last-gasp winner in the dying seconds.

Despite wet conditions the game opened out into last, long-hitting play with plenty of excitement for the spectators.

EQUALISED

Cdr Robert Guy equalised for the Navy at 2-2, and Lieut. Richard Mason levelled the score at 3-3 immediately after the Army had regained the lead.

At the start of the final chucker the score was 4-4. Major Mike Irwin RM put the Navy in the lead for the first time, only for the Army to reply with a minute to go. Prince Charles scored the winner in the last few seconds to make it 6-5.

Polo

Umpire was Senor Jose Ignacio Domecq junior, whose sherry company has sponsored the Rundle Cup match for several years.

The Navy also overcame wet weather to beat the Royal Air Force 7-4½ in their Duke of York Cup match.

Ski date

The RN artificial ski slope championship takes place at Hillingdon Ski Centre, Uxbridge, on September 20, starting at 1000. Late entrants should contact PO(A) MET Alcock on HMS Warrior ext. 7308.

Lifters at Daedalus

HMS DAEDALUS is to hold the first weightlifting competition in the Royal Navy on September 24 in an attempt to introduce more people to the sport. Details can be obtained from LAEM Clive Barnes on Daedalus ext. 4121 or 4120.

Ceri makes the grade

FIRST rider to pass the British Horse Society Grade III examination at the Naval Riding Centre, HMS Dyrad, is Second Officer Ceri Burgum (left), who works for the Admiralty Interview Board in HMS Sultan.

The examination covers dressage, show jumping and cross country, and requires the candidate to have an encyclopedic knowledge of stable management and horse care. The centre has had an unrivalled success rate with candidates taking their Grade I and II exams.

Ceri's BHS examiner was Mr. John Carter of Liphook.



Old Yorks greet the new York

AMONG those attending the Roeyth commissioning of the new stretched Type 42 destroyer HMS York on August 9 were 40 members of the ship's company of the former ship of the name, crippled in the Mediterranean in 1941.

Guest of honour at the commissioning ceremony was Lady Gosling, who launched the ship at Swan Hunters on Tyneside in 1982 and the 1,000 guests also included Sir Donald Gosling (vice-president of the White Ensign Association), Admiral of the Fleet Sir John and Lady Fieldhouse, Vice-Admiral G. M. F. Vallings (Flag Officer Scotland and Northern Ireland) and Mrs Vallings, Rear-Admiral J. Burgess (managing director of Roeyth dockyard) and Mrs Burgess, the Provost of Dunfermline and Mrs Mill, the Lord Mayor and Lady Mayoress of York, the Sheriff

of York, Mr C. Gregory (MP for York) and Mrs Gregory.

Four Phantoms of No. 74 Squadron RAF, which is affiliated to the ship, flew past and music was provided by the Rowntree Mackintosh Band from York.

Taking part in the service of dedication were the Chaplain of the Fleet (the Rev. N. D. Jones), the Rev. D. F. Hule, the Rev. M. N. Morrissey and the Dean of York.

RIGHT: There were two handsome cakes for the commissioning. The ship's cake was cut by Mrs. Joanna Bonner (wife of the commanding officer, Cdr. Colin Bonner), assisted by the youngest sailor, JS(Sonar) Peter Lartin. The York Flight's cake was cut by Mrs. Rosalind Steele (wife of the flight commander), assisted by AEM(R) Marshall Charlesworth.



RECORD NAVY DAYS

NAVY DAYS at Portsmouth and Plymouth over the three-day August holiday week-end both attracted record crowds.

Portsmouth's attendance was over 191,000, topping the 1983 record by 6,000, while 60,000 passed through the gates at Plymouth. Each event took about £150,000, with large sums expected to go to naval charities after expenses have been met.

Two carfairs were open to the public at Portsmouth, with NMS Invictibles recording nearly 35,000 visitors and HMS Ark Royal nearly 32,000.

NATO goes on Safari to Norway

NATO plans for the protection of the flow of shipping from the United States to Europe is being tested in Exercise Ocean Safari, taking place until September 20.

More than 160 ships and hundreds of aircraft from NATO countries are involved in the exercise, which started on August 28 and ranges through the Atlantic and Channel areas and the Norwegian Sea.

Forces include three carrier battle groups, a surface attack group centred around a battleship, a force led by an anti-submarine carrier, and a number of escort groups, submarines and MCM forces. Also taking part are ships of

STANAVFORLANT and STANAVFORCNAV.

Merchant ships are being convoyed along several planned routes in the exercise area.

Among Royal Navy ships taking part is the carrier HMS Illustrious.

Chiddingfold blasts mine

NMS Chiddingfold was called to help alter a wartime German mine slipped from the trawl nets of a fishing boat.

The minehunter traced the 1,400 lb mine, about three miles off Weymouth, and blew it up.

Prime portrait

A LIFE-SIZE portrait of the Prime Minister, Mrs Margaret Thatcher, with her Service advisers during the Falklands War, has been completed by artist Brenda Bury. It was commissioned for the new Officers' Mess at Northwood which will open next year.

New 'hunter order placed

Three names revived

AN ORDER has been placed for the first of a class of single-role minehunters for the Royal Navy to complement the multi-role Hunt class. She will be built of glass reinforced plastic by Vosper Thornycroft at an expected cost of about £27 million, and named HMS Sandown.

The new ship, which will have a crew of about 35; will have sophisticated search equipment. She will also have great manoeuvrability and be able to maintain station in varying wind and tide states by using her vectored thrust units and automatic ship positioning system.

Primary role in wartime will be to clear routes for warships and replenishment ships, while secondary roles include search and rescue. A former Sandown, originally a paddle vessel, was hired as a minesweeper in 1939.

Other names to stir the memories are being given to two frigates and a Fleet submarine now under construction.

The Type 22 Batch 3 frigate being built at Cammell Lairds, Birkenhead, is to be called HMS Campbelltown, and the one at Swan Hunters on Tyneside NMS Chatham.

Name of the sixth Trafalgar class Fleet submarine, being built by Vickers at Barrow, will be NMS Talent.

St Nazaire

The previous Campbelltown was blockship in the St Nazaire raid in 1942 when she blew up after ramming the gates of the port's main dock. Her commanding officer, Lieut-Cdr. Stephen Beattie, was awarded the Victoria Cross.

The previous Chatham (1911-26) was a light cruiser which took part in the blockading of the German cruiser Königsberg in East Africa, served in the Dardanelles, and was later flagship of the East Indies Fleet.

A T-class diesel submarine, the previous Talent commissioned just too late for the Second World War. She served in the Far East and with the Home and Mediterranean Fleets, leaving active service in 1967.

1986

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BRAVE DEFENDER

From front pages

ance from civilian police.

During the exercise, key points will be attacked in a variety of ways by the "enemy," simulating special-purpose forces like Russia's Spetsnaz sabotage groups. These forces are trained to land secretly by

air or sea, with a wide range of key installations as targets.

The guards are tasked to deny the enemy the initiative during his immediate approach and preparation. It is described as a game of cat and mouse "with the mouse as well equipped with teeth and claws as the cat."

ARK IN 'SHOP WINDOW'

ABOUT 150 exhibitors, representing 230 British firms, are taking part in the biennial Royal Navy Equipment Exhibition being held at HMS Excellent, Portsmouth, from September 9-13.

The £1.6 million exhibition, organised by MOD's Defence Sales Organisation, will be under 10,000 square metres of tentage and on more than 20 outside sites.

Four warships will be on view: HMS Ark Royal; the Type 42 destroyer HMS Edinburgh; Type 22 frigate HMS Boxer; and Hunt class MCM vessel NMS Hurworth.

INDUSTRIALISTS

The exhibition is to be officially opened on September 9 by Mr. Adam Butler, Minister of State for Defence Procurement. Over 20,000 visitors are expected, including senior military

staff, officials and industrialists from 85 countries.

The exhibition is not open to the public.

Another event this month is the Joint Services Days which the Navy is hosting at NMS Daedalus on September 25-26. They will be attended by school groups, and all the Services will stage live and static demonstrations and illustrate career possibilities.